PERMIT APPROVALS WITH NEW JERSEY'S COASTAL ZONE MANAGEMENT PLAN

by

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CHAPTER I. INTRODUCTION

I.Environmental Concerns

The portion of the earth´s surface that comprises the land-sea interface is a finite quantity. Components from various biotic systems combine in the coastal setting to form a diverse and complex coastal ecology. The unique characteristics of this natural resource require special management strategies.

The need for state land management of coastal areas was expressed at the National Governors´ Conference (1970) where Hite and Stepp addressed the need for state as well as federal regulations:

> Of all the natural resource-environmental policy problems facing the American people, the most pressing appear to be centered in the coastal zone. Coastal resources are not as widely scattered geographically as are other natural resources. They are concentrated in a rather narrow band where the continent meets the tidal sea, and they are used by a population scattered all across the continental land mass. The pressure on these scarce coastal resources has grown with increases in population, wealth, mobility, and leisure time. With this growing pressure have come increased conflicts over who is to use the resources of the coastal zone, how are they to be used, and when is that use to take place. The result has been a new interest at both federal and state levels in devising management systems for the resources of the coastal zone.

Because land within the coastal zone is limited, diverse interests constantly compete for the right to either develop or preserve this resource base. A broad spectrum of environmental concerns coalesce to form a strong preservation lobby, while demands for economic development continue to pressure decision makers into

developing such real estate to its highest and best use.

Due in part to its natural attributes as real estate, coastal lands are ideally suited for a variety of land uses, including: housing, resort recreation, industry and energy facilities.

In addition to being well situated for development, the coastal zone is ideally suited for supporting environmental systems. Water´s inherent quality for supporting life systems is no where more evident than in the estuarian marshes and near-shore coastal waters.

As a result of its limited quantity and its delicate ecology, environmentalists have argued for, and won, legal statutes to ensure preservation of the coastal ecology.

New Jersey has instituted a program designed to mitigate the inherent conflicts of land development and environmental protection within its coastal zone. This program, known as the Coastal Areas Facilities Review Act (CAFRA), establishes a framework which regulates the type and extent of development which may occur within its jurisdiction. Through the use of a permit approval system, the Department of Environmental Protection, Division of Coastal Resources (DEP-DCR) ensures that all development within the CAFRA jurisdiction conforms with established development guidelines.

This study examines the time variances in obtaining CAFRA permits during the 24 month period from January 1985 to December 1986. Of interest is, how the DEP-DCR has

utilized its permit approval authority to impact land development in the coastal zone? Have permits been issued based on their ability to meet established criteria, or have extraneous, possibly political motives, influenced permit approvals? In particular what factors influence the time required to obtain a CAFRA permit.

This study examines the time required for completion of each phase of the permit review process. Isolating each phase of the review process identifies those phases responsible for the time delays. Identifying which phases are responsible for time delays, is the necessary first step in developing a strategy for expediting the entire application process.

It is the hypothesis of this thesis that: Time delays in obtaining CAFRA permits occur when additional information is required to substantiate a proposed project´s conformance with statutory coastal development guidelines.

The remainder of chapter one will briefly describe the cultural and ecologic setting of the coastal zone. This discussion will include, but is not limited to: biology of coastal ecology, geographic locations, history of development´s impact to date, natural and cultural factors contributing to the development versus preservation dilemma, and finally public awareness as reflected in government programs.

Chapter one continues with a discussion of the legal dimensions of coastal zone management. Begining with

federal legislation, the Coastal Zone Management Act 1972 (CZMA) and concluding with a detailed discussion of New Jersey´s CAFRA program.

Chapter two explains how the federal government´s program facilitates the individual states in devising and implementing their own specific programs. Each state has tailored its program to meet the specific needs of that state. Chapter two continues its legal discussion focusing on New Jersey´s efforts to devise legislation which enables it to determine its own goals and objectives, along with the tools necessary to achieve these goals.

Chapter two concludes with a more specific discussion of New Jersey´s coastal management program. Included here are both the process and the criteria by which New Jersey allocates its coastal resources. This process and criteria are established by the Development Guidelines and Policies found in the Coastal Areas Facilities Review Act.

Chapter three will discuss the methodology, procedure and hypothesis of this thesis. Chapter three will also detail the various phases of the CAFRA permit application and review process. Furthermore chapter three explains where and how data has been collected and analyzed. The dependent and independent variables of this study will also be described in chapter three.

Using standard statistical analysis, chapter four reports the results of this study. Organized into three sections, this chapter segregates the results by landuse

type, county location, and finally an overall composite of all permit applications.

Chapter five concludes the thesis with the author's observations and comments. Here the results from chapter four are discussed with their relevance to the stated hypothesis. As a consequence of conducting this study, the author obtained certain insights to the regulatory climate not specifically isolated and examined in the procedure. These insights, along with recommendations for future research may be found in chapter five.

1.1 Resource Description

Estuaries are semi-saline, shallow water bodies, which result from the mixing of saline ocean water with fresh water from upland watersheds; the result is a diverse ecological system of unique vegetation and wildlife.

Estuaries act as spawning grounds and nurseries for a variety of both aquatic and terrestrial wildlife. Many marine and terrestrial food chains begin in the estuaries and marshlands of the coastal zone.

The basis for all animal life in estuaries is the abundant variety of plant material. These plant materials (ie. Mangroves, eel grasses, and algae) are supported by the seasonal deposition of organic nutrients and by the continual mixing and flushing of fresh and salt water by tidal exchange (U.S. Commission on Marine Science).

At least two thirds of the animal population in the

ocean spend an essential portion of their life cycle in estuarian waters, or are dependent on species which do. Over 90% of U.S. fishery yields come from coastal waters; the commercial fisheries industry depends on a stable, self-sustaining estuarian system (Senate Report No. 92-753, p.3). Innumerable waterfowl and shore birds feed on the plant and animal life found exclusively in the coastal zone. Much of this wildlife overwinters in these waters (Richardson 1976).

Because of the concentration of people living within the coastal zone watershed, estuaries receive considerable volumes of wastes. Pollution upstream has a cumulative effect as it collects in the downstream estuaries. Pollutants may enter the system via the head waters of rivers, or may result from direct runoff of adjacent land.

Regardless of the pollution source, coastal waters have a substantial capacity to cleanse themselves, though not without limits. Factors for determining this capacity include, the chemical nature and concentration of the polluting compounds and the rates at which they are both introduced and dispersed (U.S.Commission on Marine Science).

Coastal estuaries contain the regenerative capacity to perpetuate their ecologic systems. Conditions of coastal ecology will fluctuate according to on-going events, but it is the activity of man that applies constant pressure to the system. Once coastal ecology is disrupted, the vitality and diversity of the system's

flora and fauna will be substantially diminished. In theory, management programs are designed to protect, and if possible, enhance the regenerative capacity of estuarian systems.

1.2 Geographic Setting

The geographical setting of the coastal zone in America includes the East coast, West coast, Gulf coast and the Great Lakes region. The 31 coastal and Great Lake states contain more than 75% of the nation's population. Estuarian regions within these states comprise only 15% of their respective land areas, yet contain 33% of their populations. Population is increasing faster in coastal areas than in non-coastal areas (Platt 1978). While the national population increased 46% from 1930 to 1960, population in coastal counties increased by 78% (Ketchum 1972).

1.3 Development Impacts

Dredging and filling activities were once commonplace. Wetlands were considered worthless, and thus, were commonly filled and made into a functional real estate commodity. Between 1922-1955 over one quarter (1/4) of the nation's salt marshes were destroyed by filling, dredging, or diking. Between 1950-1970 more than a million acres or 7% of the fish and wildlife estuaries were dredged and filled (Senate Report No. 92-753, p.3).

The early and mid-1970's witnessed two significant events in coastal development: the first was a boom in

housing construction; the second was a peak in public awareness of environmental issues. It soon became evident that resolving the inherent conflicts of competing land-uses would require some type of state intervention. Public recognition of environmental threats formed the political basis for enacting environmental protection legislation (Healy and Zinn 1985).

While all coastal states differ as to their particular problems, there are common areas of conflict:

a.) Physical characteristics of the various states
b.) Development pressures within the the various states
c.) Geographic scope included in coastal zone
d.) Each state's definition of "development" & "natural resources." (Woodruff, Longley, and Reed 1978; Guy 1983)

Of all the factors influencing the character of development in the coastal zone, housing is the most dominant. As disposable income increases, likewise does the demand for second homes. During the 1970's, the real estate market introduced two new forms of home ownership which have had a significant impact on coastal development: condominiums and timeshares (Schnidman 1983).

Condominium ownership has promoted the construction of high rise structures resulting in increased densities. These increased densities not only place demands on the utility infrastructure of water, sewer, fire and police, but also increase the spinoff development of support services (ie. restaurants, supermarkets, gas stations etc.)

Industry has been attracted to the coastal setting by the availability of inexpensive land, labor, and transportation. Some of the nation's most significant transportation routes, both land and sea, are located in the coastal corridor. Although some uses of coastal areas are undoubtedly necessary, much of the housing and transportation is no longer essential and could be located elsewhere (H.R. Report No. 92-1049).

America currently imports over 50% of its oil for domestic consumption. Due to the physical properties of petroleum, logistics suggest that facilities for shipping and refining petroleum products be located in the coastal zone. In addition to substantial infrastructure, refining petroleum requires major capital investment and therefore refineries are inclined to remain in their present locations.

Increased oil consumption, and its importation, will require new terminals and refineries. As the outer continental shelf undergoes exploration and production of oil and gas reserves, shore based support facilities will require a rationale and a policy for their siting. If oil terminals and industrial processes are largely inseparable from the coastal zone, then specifically, where and how shall they be located so to create the least environmental damage.

Energy demands in the coastal zone will increase proportionately to population growth. Plants generating electricity require access to a water source for cooling

purposes. Heat pollution resulting from power generation will adversely impact the immediate ecology, whether it is in a bay or upstream river. Eventually new facilities will be built, therefore the need to devise a siting strategy.

Many of the uses discussed up to now are seldom thought of by the general public. The public is rarely cognizant of the fact that products have been made available to them through man's manipulation of the coastal zone. People are seldom inclined to protect something which they feel only remotely affected by.

1.4 Public Awareness

Extensive media coverage has given the general public a mass environmental education. This has created public expectations of a high quality natural environment. Public interest in marine and coastal ecology may be traced to a series of government funded research efforts in oceanography. The year 1970 witnessed a trio of such studies:

1.) Stratton Commission, "Our Nation and the Sea."
2.) Dept. of Interior, "National Estuary Study."
3.) Dept. of Interior, "National Estuary Pollution Study."

Of particular interest in these studies were the processes of dune, estuary and wetland systems. Their findings proved the dependence of ocean productivity on these systems continuing to operate and function properly. Of further interest was how activity along the shoreline affected these systems.

The Santa Barbara oil spill of 1969 was the first of

many environmental disasters which gave sobering evidence to many Americans of the environmental threats posed by Near-Shore development (Richardson 1976).

2.2.1. Structure of CZMA´72

As of the early 1970´s, planning efforts were either non-existent or inadequate, as development continued to consume land without any apparent regional strategy for its placement or its cumulative impact. Prompted by the pressure of wanton development, federal legislators began work on a legislative apparatus to manage the nation´s coastal resources.

In the aftermath of the Stratton commission´s report, Sen. Ernest Hollings began formulating legislation designed for managing the nation´s coastal resources. The difficult question facing the legislature was how to devise a legal management apparatus for the coastal zone which would allow necessary economic development while yet protecting the coastal ecology. Not an all or nothing solution, but rather, how to best mitigate the cumulative impact of development. The situation required striking a balance between natural resource protection and the integration of human activity [Healy 1985].

The National Environmental Protection Act of 1970 (NEPA) is the basis for federal regulation of environmental pollution. Primarily directed at air and water quality, the federal government could relatively easily establish, and enforce, acceptable minimum standards for pollution, thus equitable, nationwide enforcement was possible.

Cause and effect relationships in coastal pollution are the result of a complex set of variables, dictated by existing site conditions and the specific characteristics of proposed development.

The emphasis in coastal zone management is on conflict avoidance through long range, comprehensive planning, with permitted uses to be specified for, and located in, designated areas. To measure the impact of specific activities would involve a tremendous commitment of resources and manpower. A more efficient approach would be to initially restrict damaging activities, thereby limiting the amount of post construction policing necessary.

Congress responded to the development-environment conflict by calling for a balance, carefully leaving it up to the states to achieve their own balance. This was a new and different approach from previous federally dictated environmental policies which traditionally strove for uniformity among states [Healy and Zinn 1985].

Land-use regulation has historically been the exclusive right of state government, and through enabling legislation, local government. Political resistance to the federal government usurping state and local authority was considered sufficient to abandon such a direct approach. Furthermore, the logistics and bureaucracy of federal regulation on a national scale would be prohibitive.

In 1972 the United States Congress passed the nation's first comprehensive land-use control act, the

Coastal Zone Management Act of 1972 - P.L. 92-583 (CZMA'72). The CZMA was not designed as a restrictive planning effort to be enforced by the federal government, but rather as a tool to assist, and encourage, individual states to develop their own management programs. The CZMA provided the funding necessary for states to create and implement their own programs. Further incentives to states for participation in this voluntary program were promises that states would be allowed limited controls over federal activities within their coastal zone jurisdictions. Basically the federal government would ensure that its activities complied with new state program directives [Richardson 1976].

The Coastal Zone Management Act (CZMA) detailed the procedure each state was to follow in writing their management program, though was flexible about the program's content. The idea was to provide the states with an opportunity to develop their own goals; to determine what should become of their coastal resources? Once states had established their priorities, they were expected to enact legislation which would achieve their goals. State legislation was to create enforceable policies.

Under the direction of the CZMA coastal states were to act as managers, neither advocates for development or for environmental protection; rather, they were charged with developing a rational frame work for organizing the resources of their coastal zone [Healy 1985].

The federal legislation gave states great leeway in determining the relative importance of both economic development, and environmental protection, and also the manner in which these determinations were to be made. As a result of pressures from both development and environmental lobbies, each state has its own dynamic equilibrium in competition for control of land-use. Furthermore, each state has unique physical characteristics and development suitability which must be evaluated within its regional context [Heikoff 1977; Conservation Foundation 1980; Brower and Carol 1984].

States use a variety of tools in allocating coastal lands among the competing uses. States also vary in who has standing to participate in making land-use decisions.

Responding to increased development pressures, several coastal states had enacted coastal development regulations prior to the CZMA of 1972 (ie. Delaware 1971 Coastal Zone Act, Maine 1970 Site Location of Development Act [Bosselman and Callies 1971], San Francisco Bay Conservation & Development Commission [Odell 1972]). To control construction along their water's edge, several states had implemented dune and beach protection laws.

Generally states had networked their existing legislation together, forming a piecemeal coastal program. Flexibility allowed states to incorporate their existing legislation into their new, federally sanctioned, coastal zone management plan. The CZMA required a state's coastal management plan to include a set of procedures and

institutional arrangements to carry out established policies. Requirements of the act focus on the process of devising the management program. Although the basic guidelines are given, the actual substance of the management programs are left to the discretion of the individual states.

The CZMA of 1972 and its 1976 and 1980 amendments, lay out the broad requirements necessary, those which must be approved, before the state plan can be accepted. The CZMA demands that every plan have three basic elements: first, the jurisdictional boundary which defines the geographic scope to be managed; second, the program must have policies indicating what is, and is not, permissible and under what conditions the activities should, or should not, take place; and third, the program must define the process and structure of decision making concerning activities occurring in the coastal zone. This process must include the necessary authority and organizational structure for decision making which involves a wide variety of interest groups [CZMA'72, Section 305].

The effectiveness of coastal zone management programs depends on the ability of states to translate the legislative mandate, and guidelines of the CZMA, into programs which deal directly with problems of population pressures and the critical priority of competing uses. It is the legal and administrative framework of the program which determines how the nation, through its

states, will resolve its conflicts in the coastal zone [Richardson 1976].

Comparing the effectiveness of different states' coastal zone management programs is difficult since available data generally consist of quantitative rather than qualitative measures, (ie. the number of permits issued, conditionally approved, or denied, rather than the actual condition of the resource being protected) [Chasis 1980; Conservation Foundation 1980].

As federal law does not establish set standards for state compliance, each state offers a different response to CZMA'72. The absence of set standards does not indicate that the federal CZMA'72 is weak or ineffective, though it does allow for great diversity from one state to another. Again, this diversity makes comparison very difficult when examining how coastal zone management has impacted development or protected the environment. This balance will vary among states based on how, where, and by whom decisions are made, and how much discretionary authority local officials have.

Considering the amount of money spent on the design and implementation of coastal zone management programs, there is surprisingly little literature evaluating their effects on economic development and environmental conditions. Papers and statements both praising, and criticizing, the federal and state programs are common. The fact that neither of these conflicting interests appears satisfied suggests that a healthy balance exist

between the two.

2.3.1. N.J. State Program

The state of New Jersey obtains its legal authority to regulate tidal waters under the public trust doctrine of English common law, where it states,

> "... tidal waters and the land there under belong to the sovereign for the common use of all the people."

After the American revolution, the royal rights to the states´ tidelands became vested in the people of New Jersey.

In 1821, the state supreme court held in

Arnold v. Mundy,

> "the state´s right to convey, regulate, improve, and secure tidelands for the common benefit of every individual citizen, but also to determine that neither the state nor the purchaser or licensee of tidelands, could impair the public´s common rights of fishing and navigation in tidal waters."

In 1869, the General Riparian Act was passed setting forth the procedure by which the administrative agency, then the Riparian Commissioner, could alienate state owned tidelands. Subsequent state supreme court decisions have declared that because tidal lands are held in public trust, the state must consider the broad public interest and must receive just compensation for these lands.

In 1914, the state legislature showed its first interest in regulating lands along tidal waters, when it passed the Waterfront Development Law. This law required that prospective developers obtain state agency approval

for, "all plans for the development of any waterfront upon any navigable water or stream of this state of boundary thereon (N.J.S.A. 12:5-3).

The next major law affecting the state's coastal area was the Hackensack Meadowlands Reclamation and Development Act, passed in 1969. To insure the orderly development of the Meadowlands District, the law created the Hackensack Meadowlands Development Commission, providing it with the authority to regulate all forms of development within the District, and instructed it to develop a master plan for the District.

Concern about the state's coastal zone was again reflected in the Wetlands Act of 1970. The Wetlands Act delegated authority to the newly created Department of Environmental Protection, to delineate and regulate development in all coastal wetlands of the state, from the Raritan River Basin southward.

The next major legislative advance in coastal zone management occurred in 1973. Passage of the Coastal Areas Facility Review Act (CAFRA), gave the Department of Environmental Protection authority to regulate major development in the bay and shore segments of the coastal zone, preserve environmentally sensitive sites, and ensure rational patterns of development, by requiring the department to prepare a future strategy for managing the area.

In 1972 the federal government passed the CZMA,

encouraging and assisting states to develop and implement management programs to achieve wise use of the land and water resources of their coastal zones. As of 1973 New Jersey had already begun to develop substantial programs in regulating and directing the growth and development in its coastal zone.

The Department of Environmental Protection, Division of Coastal Resources, qualified for inclusion in the federally funded program and, from 1974 to the present, has continued to develop, implement, and revise the state´s coastal management plan.

The New Jersey Department of Environmental Protection, Division of Coastal Resources, prepared the New Jersey Coastal Management Program, which determines and describes, New Jersey´s strategy for managing the future protection and development of its coast. In developing the state´s Coastal Management Program, New Jersey utilized the funding and administrative guidelines provided for by the CZMA´72, as administered by the National Oceanic and Atmospheric Administration, Office of Coastal Zone Management (NOAA-OCZM) .

New Jersey´s Coastal Management Program is implemented through existing state laws and agencies. The principal legal authorities are the coordinated use of the Coastal Areas Facility Review Act (CAFRA), Wetlands, and Waterfront Development permit programs. The Coastal Areas Facility Review Act (CAFRA 1973) required a state permit for selected coastal land uses and launched a planning

program compatible with the principals and standards set forth in the CZMA 1972.

New Jersey's Coastal management Program provides a rational framework for decision making. The program is not a rigid document indicating only one activity which could or should take place on each site, block, or acre in the coastal zone. New Jersey's program was deliberately designed to accommodate the creativity, interest, and initiatives of individual land owners, developers, citizens, and others, and recognizes the state's historic commitment to a strong role for local government in land-use decision making.

The state's program focuses on resource management decisions with greater than local consequences. The state legislature has entrusted these decisions to the Department of Environmental Protection. The coastal management program provides enforceable policies which result in predictable and consistent decisions.

The New Jersey Department of Environmental Protection, Division of Coastal Resources, has taken the directives and mandates from the New Jersey Coastal Management Program and formulated them into the "Rules on Coastal Resources and Development." These rules are divided into three policy areas:

1.) Location Policies - evaluate specific types of coastal locations, ie. wetlands, prime farm lands, developed urban areas;

2.) Use Policies - are directed at different uses of the coastal zone, ie. housing, energy facility

development;

3.) Resource Policies - which focus on controlling the effects of development, ie. water runoff, soil erosion and the protection of natural and cultural resources.

These three policies are combined to form a matrix, then the proposed development is evaluated in terms of its compliance in these policy areas. This process is termed the Coastal Location Acceptability Method (CLAM).

The major conclusions of the New Jersey Coastal Management Program are summarized by eight basic coastal policies. These policies are recommended objectives for all public, or private, land and water use decision. The policies summarize the direction of the legally binding, criteria found in the Coastal Resource and Development Policies. The eight policies are as follows:

1.) Protect and enhance the coastal ecosystem

2.) Concentrate rather than disperse the pattern of coastal residential, commercial, industrial, and resort development and encourage the preservation of open space.

3.) Employ a method for decision making which allows each coastal location to be evaluated in terms of both the advantages and disadvantages it offers for development.

4.) Protect the health, safety, and welfare of people who reside and visit in the coastal zone.

5.) Promote public access to the waterfront through linear walkways and at least one waterfront park in each waterfront municipality.

6.) Maintain active port and industrial facilities and provide necessary expansion in adjacent sites.

7.) Maintain and up-grade existing energy facilities and site additional energy facilities as determined to be necessary by the New Jersey Department of Energy in a manner consistent with

this Coastal Management Program.

8.) Encourage residential, commercial, and recreational mixed-use redevelopment of the developed waterfront.

Initially state agencies were flooded with new legislation and lacked the experience and expertise of administering the coastal management program. As the Division of Coastal Resources has matured and become more experienced and familiar with the policies and procedures, there have been fewer disputes litigated through appellate boards or courts. Developers continue to negotiate and compromise so to conform with existing state statutes, policies, and guidelines.

As of 1973, New Jersey had three state coastal permit laws with widely varying degrees of predictability. The Waterfront Development Law of 1914, gave no substantive standards for the review of permit decisions, rather it used common law precedents developed over the previous 60 years. The Wetlands Act of 1970 included no specific standards for reviewing wetland permits. The Department of Environmental Protection did adopt a wetlands order, which established four basic standards of review for wetlands applications, though again, no substantive standards. The wetlands order, together with a public hearing in the concerned coastal county, provided departmental staff with additional information in evaluating wetland permit decisions. CAFRA included twelve (12) specific statutes defined, mandatory findings for permit approval.

By the mid-1970's the NJDEP-DCR was actively policing development in the coastal zone. Unfortunately the decision making process was something of a "black box" affair, a mystery to the general public. There was concern over too much administrative discretion in permit decisions.

Any state regulatory agency making land-use decisions for public or private property, must be above reproach concerning the fairness of its decisions. Public confidence in the management system is essential. The process must provide a clear and rational understanding of policies and guidelines and how they are enforced.

When applying for a permit developers were at a tremendous disadvantage not knowing exactly what criteria they were required to meet or how long a decision may take.

From September 1977 to September 1978, three different coastal policy documents were published, defining with increasing specificity and legal standing, the substantive standards in coastal permit decision making. These policy drafts were circulated among land owners, municipal officials, developers, and other concerned citizens. Workshops and public hearings were held soliciting public input where both verbal and written comments were received in response to the draft policies.

The review process culminated in NJDEP revising and adopting these policies into what is now known as the "Rules on Coastal Resources and Development." For the

first time in 64 years these rules provided a set of substantive standards to guide waterfront development permit decisions. The policies also provide more specific and rigorous standards for coastal wetland decisions. These detailed policies also increased the rigor and specificity of the CAFRA process. The net result was that administrative discretion was deliberately and effectively reduced.

Program

With diverse coastal settings, the social, economic, and environmental impacts of a development will depend on the specific nature of the development and characteristics of the proposed site.

Locational policies classify all land into one of two categories: General Areas and Special Areas.

All land areas within the CAFRA jurisdiction, may be classified as General Areas. Within the General Areas, Special Areas will occur in an overlay fashion. More than one Special Area may occur on a particular site within a General Area.

General Area types are grouped under two broad headings: General Water Areas and General Land Areas.

Special Areas are the 45 types of naturally occurring ecosystems which meet all or part of the following requirements: they are naturally valuable, important for human use, sensitive to disturbances, or so particular in their planning requirements as to merit focused attention.

All Special Areas have been defined and given special policies for their handling. A list of Special Areas may be found in the appendix.

The Coastal Location Acceptability Method (CLAM) is a nine step process which determines the policy for any proposed land-use within the CAFRA jurisdiction. The first six steps involve mapping and policy determinations to assess location acceptability. Steps seven and eight refine the location acceptability by reviewing the proposed use in light of the "Uses Policies" and "Resources Policies." Step nine is the synthesis of the three policy categories Location Policies, Use Policies, and Resource Policies.

In the Rules on Coastal Resource and Development, each Special Area and each General Area is discussed concerning acceptable land-uses. Each discussion consist of three aspects:

1.) The Definition - which establishes the necessary criteria for inclusion of a given land or water type into a specific category.

2.) The policy - describing what activities and the impacts of activities are prohibited, and under what provisions would conditional acceptability be allowed.

3.) The Rationale - explaining why the resource merits this level of protection.

Three types of permits available Waterfront Development, Wetlands, and CAFRA, only the CAFRA will be discussed further.

Development potential for General Areas will be rated and classified as either high, medium, or low. Three

factors determine the acceptable development intensity:

1.) Coastal Growth Rating
2.) Environmental Sensitivity
3.) Development Potential

Coastal Growth Rating - The coastal zone has been classified into fourteen different regions on the basis of existing patterns of development, natural, and cultural resources (see figure). For these regions the Department of Environmental Protection uses three broad, regional growth strategies:

1.) Development Region - This region is already largely developed. In accordance on the coastal policy for concentration of development, development in this region is preferred over development in other regions, other factors being equal. Infill, extension, and some scattered development is acceptable.

2.)Extension Region - This is the region where development should be channeled after full development of the Development Region. Generally, infill and some extension of development is acceptable here.

3.) Limited Growth Region - This region contains large environmentally sensitive areas. Generally, only infill development is acceptable here.

Environmental Sensitivity - is a composite indication of the general suitability of a land area for development based on vegetation and soils. These factors combine to indicate a high, medium, or low environmental sensitivity for a site or parts of a site.

1.) High Environmental Sensitivity - This ranking is given to land areas where combination of environmental factors either make the area particularly valuable as a resource or particularly sensitive to impacts or a combination of the two.

2.) Medium Environmental Sensitivity - These areas do not comply with the criteria for either high or low environmental sensitivity.

3.) Low Environmental Sensitivity - This ranking is given to areas where there would be particularly little loss of valued resources or sensitivity to impacts of concern if development did occur. All paved areas are included, because in these areas most of adverse impacts associated with development have occurred and further development will minimally diminish natural resources or generate new adverse impacts.

Development Potential - is classified as either high, medium, or low depending on the presence or absence of certain development oriented elements, at or near the site of proposed development. These elements include:

1.) Access potential from the site to an existing paved public road with sufficient capacity to absorb satisfactorily the traffic likely to be generated from the proposed development.

2.) Sewerage - Direct access to wastewater treatment system, including collection sewers and treatment plant, with adequate capacity to treat the sewerage from the proposed development, or soils suitable for on site disposal that will meet applicable ground and surface water quality standards.

3.) Infill - A majority of the site's perimeter, excluding wetlands, surface water, or land areas abutting limited access transportation corridors, is adjacent to, or across from, a public road, or railroad, from land that is developed, or a majority of land within 1,000 feet of the site is developed.

Assessment of these factors indicates the appropriate pattern of development from a broad, regional perspective and provides a method for determining the acceptable intensity of development of a specific site, or an entire region.

Determining the policy applicable to a specific site is a four step process. First, the Coastal Growth Rating is determined. Second, Environmental Sensitivity and Development Potential are determined. Third, the Land Acceptability Table for the appropriate region is consulted to determine the acceptable intensity of development for the site, given the three possible combinations of Development Potential and Environmental Sensitivity for the site or parts of the site. Fourth, the acceptable level of development intensity is then compared with the proposed level of development intensity. Development which does not conform with the acceptable levels of intensity is discouraged.

CHAPTER III. METHODOLOGY AND PROCEDURE

This study will examine the time variances in obtaining CAFRA permits during the twenty four month period from January 1985 to December 1986. Major land development occurring within the established jurisdiction of New Jersey's coastal zone management plan, is required by law to obtain a CAFRA permit from the Department of Environmental Protection (DEP), Division of Coastal Resources (DCR).

Time elapsed from when a permit application is received by the DEP-DCR, until when a decision is rendered, varies depending on the specifics of the project in question. Clearly some CAFRA permits require more time than do others. This study is designed to determine the factors for time delays in the review process. Identifying and isolating the causes for time delays throughout the permitting process, allows for evaluation of both, how the state is implementing its program, and how the private sector is responding to the permitting process.

This study will examine the time required for completion of each phase of the permit review process. Isolating each phase of the review process will identify those phases responsible for the time delays. Identifying which phases are responsible for time delays, is the necessary first step in developing a strategy for expediting the entire application process.

Furthermore, this study will examine the effects of

both county location and land-use type, in order to determine how these factors influence time delays in obtaining CAFRA permits.

The state´s coastal management program is designed to mitigate the environmental impact of site development. The program allows for conditional development in specified areas while restricting it in others. Managing the level of development is partially achieved through the issuance of conditional permits.

It is the responsibility of the parties applying for a CAFRA permit to convince the DEP that the project in question conforms to the stated policy guidelines. This is not always a simple black and white decision. As a result of the physical realities of site development and ecologic systems, a certain amount of ground truthing and negotiation must occur. Evaluating a permit application requires ascertainig the pertinent information through the review of an environmental impact statement in conjunction with a detailed development plan. This review process is necessary to ensure that the proposed site development conforms to the program´s statutory guidelines.

HYPOTHESIS: Time delays in obtaining CAFRA permits occur when additional information is required to substantiate a proposed project´s conformance with statutory coastal development guidelines.

Testing the hypothesis will require identifying and isolating the phases in the review process responsible for

time delays. Additionally, individual land uses and county locations will be examined to determine their influence on time required to complete the review process.

METHODOLOGY

This study was conducted by collecting and examining archival data maintained by the New Jersey Department of Environmental Protection, Division of Coastal Resources (DEP-DCR). These data describe the time elapsed during specific phases of the permitting process for each CAFRA permit application during the years 1985 & 1986.

The Application Process

Every project requiring a CAFRA permit must submit a permit application to the DEP-DCR. This permit application is then evaluated through an established sequential process (see diagram). To ensure expedient decisions, the DEP-DCR has established structured review deadlines for themselves. Once they receive a completed application, they must make a decision and move on to the next scheduled phase of the process within a specified amount of time. [This becomes an independent variable.]

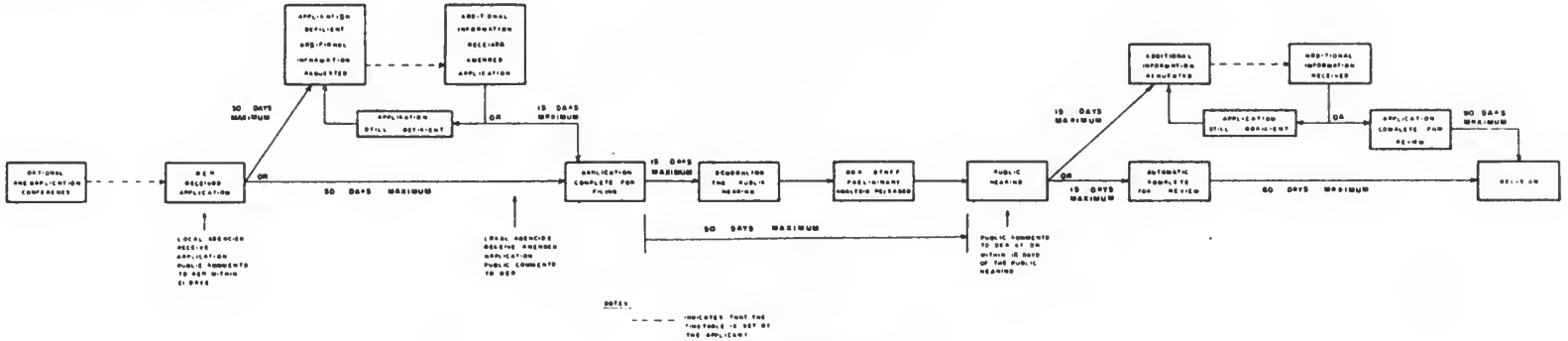
There are two phases in the permitting process where the time required for completion is solely the applicant's responsibility.[These become the dependent variables]

First, upon receipt of the application, the DEP-DCR has 30 days to either request additional information, or determine the application is complete for filing. If it is determined that the application is deficient, the DEP-DCR

will request additional information from the applicant. The applicant must now supply the DEP-DCR with the information requested. The DEP-DCR will continue to request additional information until its satisfied that the application is complete for filing. How long an application remains in this loop will depend on the promptness and completeness of the applicant´s submissions.

After an application is deemed complete for filing, a public hearing is scheduled within 15 days. After the public hearing has been scheduled, the DEP-DCR releases its preliminary analysis of the proposed project. Next, a public hearing is conducted within 60 days from the date a project is accepted as complete for filing. At the public hearing, both written and verbal comments are presented by the public to the DEP. After the public hearing, the DEP has 15 days to either request additional information, or determine the application is complete for review. Here again, if it is determined that the application is deficient, the DEP-DCR will request additional information from the applicant. The applicant must again supply the DEP-DCR with the information requested. The DEP-DCR will continue requesting additional information until satisfied that the application is complete for review. Again, the length of time an application spends in this phase will depend on both the promptness and the completeness of the applicant´s submissions.

CAFRA PERMIT APPLICATION PROCESS



THE DEP BULLETIN PROVIDES PUBLIC NOTICE OF THE STEPS IN THE PROCESS ONCE AN APPLICATION HAS BEEN RECEIVED.

FIG. 2

DATA COLLECTION AND ANALYSIS

Upon their receipt, all permit applications are assigned sequential identification numbers by the DEP-DCR. For this study the applications have been segregated and arranged by county location,land-use type, and by ascending order according to the total amount of time elapsed from the date the application was received , to the date a decision was rendered.

For each permit application received by the DEP-DCR, records are kept indicating the dates for each phase in the permitting process. These dates include:

1.) Date application was received
2.) Date additional information was requested
3.) Date application was complete for filing
4.) Date public hearing was scheduled
5.) Date public hearing was held
6.) Date application was complete for review
7.) Date application was conditionally approved, denied, cancelled, withdrawn, or decision pending.

This data may be found in the appendices arranged in tables where each phase of the process has been isolated and measured. The amount of time required for completion of each phase has been indicated in tables and graphically represented in bar charts. This data details the lengths of time required for completion of each phase in the process, in addition to, the frequencies of these times.

In order to determine if county location is a significant factor in the length of time required to obtain a permit, the applications have been subdivided and evaluated according to county location.

In addition to county location, the permit

applications have been further categorized according to project type. Of the 174 applications received during the twenty four month time period, eighteen (18) different project types could be identified. These eighteen (18) project types include:

1.) Townhouse
2.) Condominium
3.) Hotel/Motel
4.) Shopping Center
5.) Sewer System
6.) Single Family Homes
7.) Road Widening
8.) Residential Lots
9.) Gas Lines
10.) Motel Expansion
11.) Health Center
12.) Campgrounds
13.) Hotel Casino
14.) Industrial
15.) Parking
16.) Mixed-Use
17.) Apartments
18.) Mobile Homes

Of the eighteen (18) land-use types identified, the first nine (9) (listed below) account for 88.4% of all the various land-uses requesting CAFRA permits. These nine (9) land-use types will constitute the land-use variable in this study.

1.) Townhouse
2.) Condominium
3.) Hotel/Motel
4.) Shopping Center
5.) Sewer System
6.) Single Family Homes
7.) Road Widening
8.) Residential Lots
9.) Gas Lines

In order to determine if land-use is a significant factor in determining the amount of time required to obtain a CAFRA permit, the applications have been segregated according to land-use. As with county location, each land-use is evaluated through a statistical analysis of the completion time for each phase in the application process. Each phase will be analyzed and reported using descriptive statistics, including: mean, standard deviation, frequency, and percentages.

CHAPTER IV. RESULTS

The results of the study have been organized into three sections. The first section reports the results of all permit applications, the second reports the results of all permit applications seggregated by county location, the third reports the results of all permit applications seggregated by land-use. Results of each study are reported with descriptive statisics, including means, standard deviation, frequencies and percentages.

SECTION I.

During the twenty four (24) month period from January 1985 to December 1986, the Department of Environmental Protection, Division of Coastal Resources (DEP-DCR), received a total of 176 CAFRA permit applications.

Of the 176 records collected, several were found to contain either flawed or incomplete data. Examples of incomplete data would include: 1) event "A" exist as an essential prerequsite to event "B", yet the date recorded for event "B" preceeds the date of event "A", an impossibility, suggesting dates were entered incorrectly, or 2) in some cases no date has been entered for an event known to occur, suggesting an oversite in record keeping.

If the archival record of an application was determined to contain flawed data, the entire application was omitted from the study. Of the records collected, 4 of the 176 applications were determined to be flawed and thus omitted from this study. These omissions bring the total

number of permit applications analyzed to 172.

All CAFRA permits go through a structured review process composed of distinct sequential phases. Several applications contain incomplete data for one phase or another in the review process. (These applications may be found in the appendicies designated with an asterix {*}) Only the incomplete phases of these applications are deemed invalid data and therefore omitted from the analysis. These applications contain complete and accurate data for all other phases of the review process and are thus excepting the incomplete phase, are considered valid data for use in this study.

DECISIONS RENDERED

As of 14 April 1988 the DEP-DCR had rendered a decision on 155 of the 172 applications. Of these 155 decisions, 137 (88.4%) were conditionally approved, with only 5 (2.9%) denied, 11 (6.4%) cancelled, 2 (1.1%) withdrawn and 17 (9.9%) pending a decision. Those permit applications which were denied, cancelled or withdrawn, account for only 11.6% of all decisions rendered.

TABLE #1

APPLICATIONS	APPROVED	DENIED	CANCELLED	WITHDRAWN	PENDING
172 (100%)	137 (88.4%)	5 (2.9%)	11 (6.4%)	2 (1.1%)	17 (9.9%)

With 88.4% of all CAFRA permit applications being conditionally approved, this study suggest that obtaining a CAFRA permit is the likely outcome of a properly

executed permit application.

TOTAL TIME REQUIRED FOR ALL APPLICATIONS APPROVED

Table #1 indicates a high degree of consistentcy with 88.4% (137) of all applictions being approved. Of the 137 applications approved, the time required for each application to complete the approval process varies significantly. Some applications complete the process within 90 days while others require more than a year.

Figure No.3 delineates the time required for completion of the application process by the 137 applicants conditionally approved.

Table #2 gives a summary of the time required for the 137 applications approved.

Table #2

Mean = 246.16 days Median = 8 months

48.9% were issued during the sixth, seventh, and eighth months.

STATISTICS FOR ALL APPLICATIONS

Figure No.3 indicates the wide range of times required for conditionally approved permits to complete the application process. To determine which phases in the review process are responsible for time delays, each phase has been analyzed and reported below with descriptive statistics including: means, standard deviation, frequency, and percentages.

The values shown indicate the number of calendar days which have elapsed from the previous phase until the end

of the phase being examined. The various phases are described below:

1) Complete for Filing - The first phase measured is the time elapsed from when an application is received, until it is accepted as complete for filing.

2) Public Hearing Scheduled - The second phase measured is the time elapsed from when an application is accepted as complete for filing, until a public hearing has been scheduled.

3) Public Hearing Held - The third phase measured is the time elapsed from when a public hearing is scheduled, until the public hearing is held.

4) Complete for Review - The fourth phase measured is the time elapsed from when a public hearing is held, until an application is accepted as complete for review.

5) Status - The fifth phase measured is the time elapsed from when an application has been accepted as complete for review, until the DEP-DCR renders a decision on the permit application.

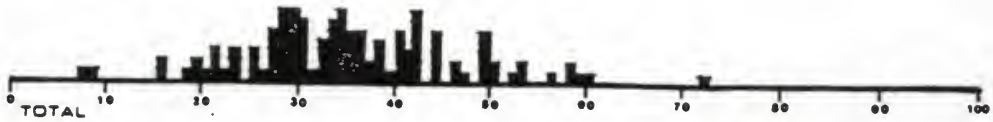
Of the 137 applications examined, the results are as follows:

1) Complete for Filing - had a mean of 37.54 with a standard deviation of 27.72, 91% were within one standard deviation and 81.1% completed this phase within 45 days.

2) Public Hearing Scheduled - had a mean of 14.67 with a standard deviation of 23.42, 95.9% were within one standard deviation and 94.3% completed this phase within 31 days.

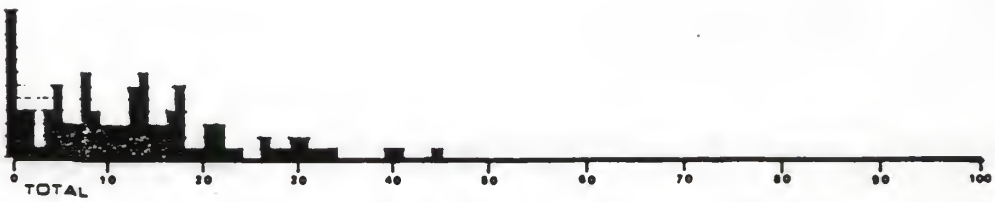
3) Public Hearing Held - had a mean of 36.56 with a standard deviation of 12.03, 73.9% were within one standard deviation and 82.1% completed this phase within 45 days.

4) Complete for Review - had a mean of 78.81 with a standard deviation of 85.71; 88.8% were within one



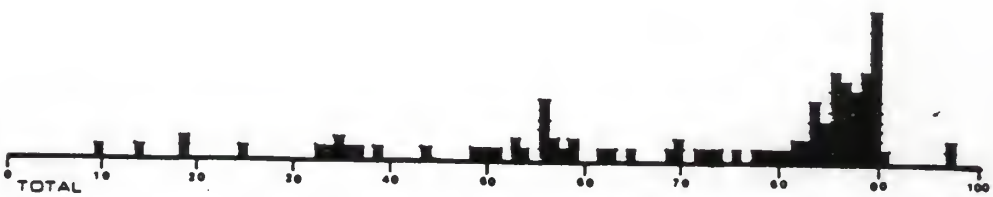
TIME REQUIRED TO COMPLETE PHASE: COMPLETE FOR FILING

TIME REQUIRED TO COMPLETE PHASE: PUBLIC HEARING SCHEDULED



TIME REQUIRED TO COMPLETE PHASE: PUBLIC HEARING HELD

TIME REQUIRED TO COMPLETE PHASE: COMPLETE FOR REVIEW



TIME REQUIRED TO COMPLETE PHASE: STATUS

FIG. 4

standard deviation and 72.0% completed this phase within 90 days.

5) Status - had a mean of 75.22 with a standard deviation of 22.27, 81.6% were within one standard deviation and 94.4% completed this phase within 90 days.

6) Total Time Required - had a mean of 246.16 with a standard deviation of 109.5 and 82.2% were within one standard deviation.

SUMMARY: The phase "Complete for Review" is primarily responsible for time delays occuring in the permit application process. This phase has not only the highest mean time at 78.81, but it also has by far the greatest standard deviation of all phases at 85.71. This high mean time combined with the large standard deviation, gives the phase an exceptionally wide time range for its completion. Furthermore, only 72% have completed this phase within 90 days. This phase is not only the longest, but also the only phase which demonstrates no grouping pattern. Applicants appear to complete this phase at random.

The "Status" phase has a relatively high mean time of 75.22, though its standard deviation is quite low at 22.27, and 94.4% have successfully completed this phase within 90 days. Thus while this is a long phase, it has a tightly grouped homogenous population.

SECTION II. COUNTY LOCATION

Under the New Jersey Coastal Management Plan, the CAFRA jurisdictional boundary encompasses portions of the following counties: Middlesex, Monmouth, Ocean,

Burlington, Atlantic, Cape May, Cumberland, and Salem. Table #2 presents the distribution of permit applications by county location.

TABLE #3

COUNTY LOCATION	NUMBER OF APLLICATIONS	PERCENTAGE OF TOTAL APPLICATIONS
1.) OCEAN	73	42.4%
2.) ATLANTIC	39	22.7%
3.) CAPE MAY	29	16.8%
4.) MONMOUTH	27	15.7%
5.) CUMBERLAND	2	1.2%
6.) MIDDLESEX	1	0.6%
7.) SALEM	1	0.6%
	172	100.0%

Ocean county received the most applications of all counties with 73 or 42.4%, nearly twice the amount of the second most, Atlantic county, which had 39 or 22.7% applications. Cape May county recieved the third most applications with 29 or 16.8%, while Monmouth county was fourth with 27 or 15.7%. These four counties account for 168 (97.7%) of the 172 applications examined. Cumberland county accounted for 2 (1.2%) applications while both Middlesex and Salem counties accounted for 1 (0.6%) application each.

Table #4 delineates each county in terms of the amounts and percentages of permit: 1) Applications; 2) Approvals; 3) Denials; 4) Cancellations; 5) Withdrawls; 6) Applications pending a decision. The percentages given for permit approvals, denials, cancellations or withdrawls, were calculated by omitting those applications still

pending a decision.

With 88.4% of all CAFRA permit applications being approved, both Ocean and Cape May counties exceed the overall average with approvals of 93.6% and 92.6% respectively; while Atlantic and Monmouth counties fall below the overall average with approvals of 83.3% and 77.8% respectively.

Of the four counties (Ocean, Atlantic, Cape May, and Monmouth) which are responsible for 97.7% of all CAFRA permit applications, there exist relative parity in the percentages of applications conditionally approved. As some counties have fewer total permit applications, those applications denied, cancelled, or withdrawn, may exert a disporportionate influence on the overall percentages of permits conditionally approved in these counties. Relatively speaking, no one county is significantly ahead or behind the other in percentages of applications conditionally approved.

TIME FOR COMPLETION

The mean time for completion of the approval process is 246.16. Two counties, Ocean and Monmouth, exceed the overall mean at 260.24 and 251.86, respectively. The remaining two counties, Atlantic and Cape May, fall below the overall mean at 242.87 and 212.08, respectively. At 242.87, Atlantic county is closest to the overall mean of 246.16.

Three of the four counties are within 14.1 days of

the overall mean (246.16). These three counties include Atlantic, Monmouth, and Ocean, with differences of 3.3, 5.7, and 14.1 respectively. At 212.08 Cape May county is decidedly below the the overall mean by a margin of 34.1. Thus permits apperar to be issued slightly quicker in Cape May than in other counties.

By seggregating permits according to county location, then examining the individual phases in the review process, it was determined that the only significant difference occurs during the phase "Complete for Review."

STATISTICS FOR COUNTIES

PHASE: 1) Complete for Filing

a.) Monmouth County - had a mean of 31.68 with a standard deviation of 16.44, 68.4% were within one standard deviation and 79% completed this phase within 45 days.

b.) Atlantic County - had a mean of 45.22 with a standard deviation of 37.12, 81.5% were within one standard deviation and 74.1% completed this phase within 45 days.

c.) Cape May County - had a mean of 34.27 with a standard deviation of 26.12, 77.3% were within one standard deviation and 86.4% completed this phase within 45 days.

d.) Ocean County - had a mean of 37.09 with a standard deviation of 25.86, 87.0% were within one standard deviation and 83.3% completed this phase within 45 days.

e.) All Counties - had a mean of 37.54 with a standard deviation of 27.72, 91.0% were within one standard deviation and 81.0% completed this phase within 45 days.

The overall mean time to complete the phase "Complete for Filing" is 37.54. The mean for each of the four counties is within 7.68 days of the overall mean; thus relative parity exist amongst the different counties in regards to the time required for completion of the phase

"Complete for Review."

PHASE: 2) Public Hearing Scheduled

a.) Monmouth County - had a mean of 11.89 with a standard deviation of 12.49, 89.3% were within one standard deviation and 89.3% completed this phase within 31 days.

b.) Atlantic County - had a mean of 17.74 with a standard deviation of 34.55, 81.5% were within ons standard deviation and 74.1% completed this phase within 31 days.

c.) Cape May County - had a mean of 19.27 with a standard deviation of 34.95, 95.5% were within one standard deviation and 95.5% completed this phase within 31 days.

d.) Ocean County - had a mean of 12.24 with a standard deviation of 10.37, 64.8% were within one standard deviation and 92.6% completed this phase within 31 days.

e.) All Counties - has a mean of 14.67 with a standard deviation of 23.42, 95.9% were within one standard deviation and 94.3% completed this phase within 31 days.

The overall mean time to complete the phase "Public Hearing Scheduled" is 14.67. The mean for each of the four counties is within 4.6 days of the overall mean; thus once again, relative parity exist amongst the different counties in regards to the time required for completion of the phase "Public Hearing Scheduled."

PHASE: 3) Public Hearing Held

a.) Monmouth County - had a mean of 36.38 with a standard deviation of 11.10, 66.7% were within one standard deviation and 81.0% completed this phase within 45 days.

b.) Atlantic County - had a mean of 34.14 with a standard deviation of 9.32, 79.3% were within ons standard deviation and 96.6% completed this phase within 45 days.

c.) Cape May County - had a mean of 35.88 with a standard deviation of 14.54, 72.0% were within one standard deviation and 80.0% completed this phase within 45 days.

d.) Ocean County - had a mean of 38.27 with a standard deviation of 12.37, 83.1% were within one standard deviation and 76.3% completed this phase within 45 days.

e.) All Counties - had a mean of 36.56 with a standard deviation of 12.03, 73.9% were within one standard deviation and 82.1% completed this phase within 45 days.

The overall mean time to complete the phase "Public Hearing Held" is 36.56. The mean for each of the four counties is within 2.42 days of the overall mean; thus relative parity exist amongst the different counties in regards to the time required for completion of the phase "Public Hearing Held.""

PHASE: 4) Complete for Review

a.) Monmouth County - had a mean of 98.14 with a standard deviation of 73.51, 61.9% were within one standard deviation and 61.9% completed this phase within 90 days.

b.) Atlantic County - had a mean of 66.36 with a standard deviation of 54.66, 78.6% were within one standard deviation and 82.0% completed this phase within 90 days.

c.) Cape May County - had a mean of 44.36 with a standard deviation of 33.38, 81.8% were within one standard deviation and 86.4% completed this phase within 90 days.

d.) Ocean County - had a mean of 91.94 with a standard deviation of 111.3, 90.7% were within one standard deviation and 64.8% completed this phase within 90 days.

e.) All Counties - had a mean of 77.81 with a standard deviation of 85.71, 88.8% were within one standard deviation and 72.0% completed this phase within 90 days.

The mean time for completion of the "Complete for Review" phase is 77.81. Two of the four counties, Ocean and Monmouth, exceeded the overall mean by 14.13 and 20.33

days, respectively. The remaining two counties, Atlantic and Cape May, were below the overall mean by 11.45 and 33.45 days, respectively.

Of significance here is the fact that Cape May is considerably below the overall mean by a margin of 33.45. As noted earlier, in reference to the total time required to complete the permit approval process, Cape May county was below the overall mean by a margin of 34.1. As the other phases examined demonstrate relative parity, the overall time discrepancy is attributable to the phase "Complete for Review."

The phase "Complete for Review" is primarily responsible for time delays occuring in the permit application process. This phase has not only the highest mean time at 77.81, but it also has by far the greatest standard deviation of all phases at 85.71. This high mean time combined with the large standard deviation, gives the phase an exceptionally wide time range for its completion. Furthermore, only 72% have completed this phase within 90 days. This phase is not only the longest, but also the only phase which demonstrates no grouping pattern. Applicants appear to complete this phase at complete random.

PHASE: 5) Status

a.) Monmouth County - had a mean of 68.0 with a standard deviation of 29.92, 81.0% were within one standard deviation and 90.5% completed this phase within 90 days.

b.) Atlantic County - had a mean of 75.96 with a

standard deviation of 14.33, 78.6% were within one standard deviation and 100.0% completed this phase within 90 days.

c.) Cape May County - had a mean of 70.86 with a standard deviation of 23.59, 72.7% were within one standard deviation and 90.9% completed this phase within 90 days.

d.) Ocean County - had a mean of 79.43 with a standard deviation of 21.23, 74.1% were within one standard deviation and 92.6% completed this phase within 90 days.

e.) All Counties - had a mean of 75.22 with a standard deviation of 22.27, 81.6% were within one standard deviation and 94.4% completed this phase within 90 days.

The overall mean time to complete the phase "Status" is 75.22. The mean for each of the four counties is within 4.36 days of the overall mean; thus relative parity exist amongst the different counties in regards to the time required for completion of the phase "Status."

The "Status" phase has a relatively high mean time of 75.22, though its standard deviation is quite low at 22.27, and 94.4% have successfully completed this phase within 90 days. Thus while this is a long phase, it has a tightly grouped homogenous population.

PHASE: 6) Total Time Required

a.) Monmouth County - had a mean of 251.86 with a standard deviation of 100.07 and 81.0% were within one standard deviation.

b.) Atlantic County - had a mean of 242.87 with a standard deviation of 100.96 and 86.7% were within one standard deviation.

c.) Cape May County - had a mean of 212.08 with a standard deviation of 76.06 and 56.0% within one standard deviation.

d.) Ocean County - had a mean of 260.24 with a standard deviation of 126.64 and 86.4% were within one

TIME REQUIRED TO COMPLETE PHASE: COMPLETE FOR FILING

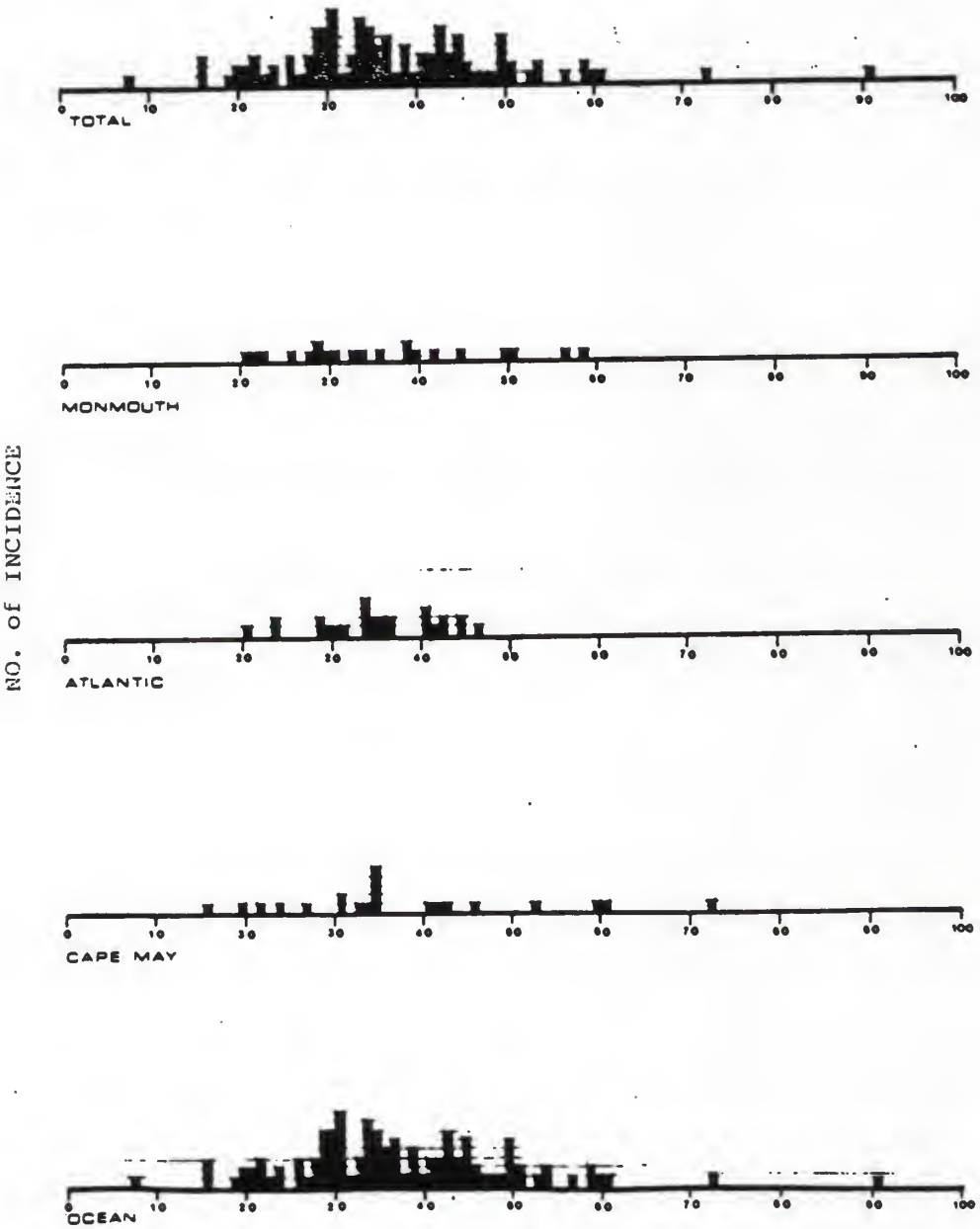


FIG. 5

TIME REQUIRED TO COMPLETE PHASE: PUBLIC HEARING SCHEDULED

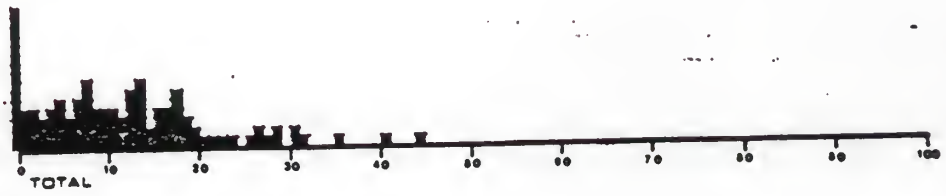


FIG. 6

TIME REQUIRED TO COMPLETE PHASE: PUBLIC HEARING HELD

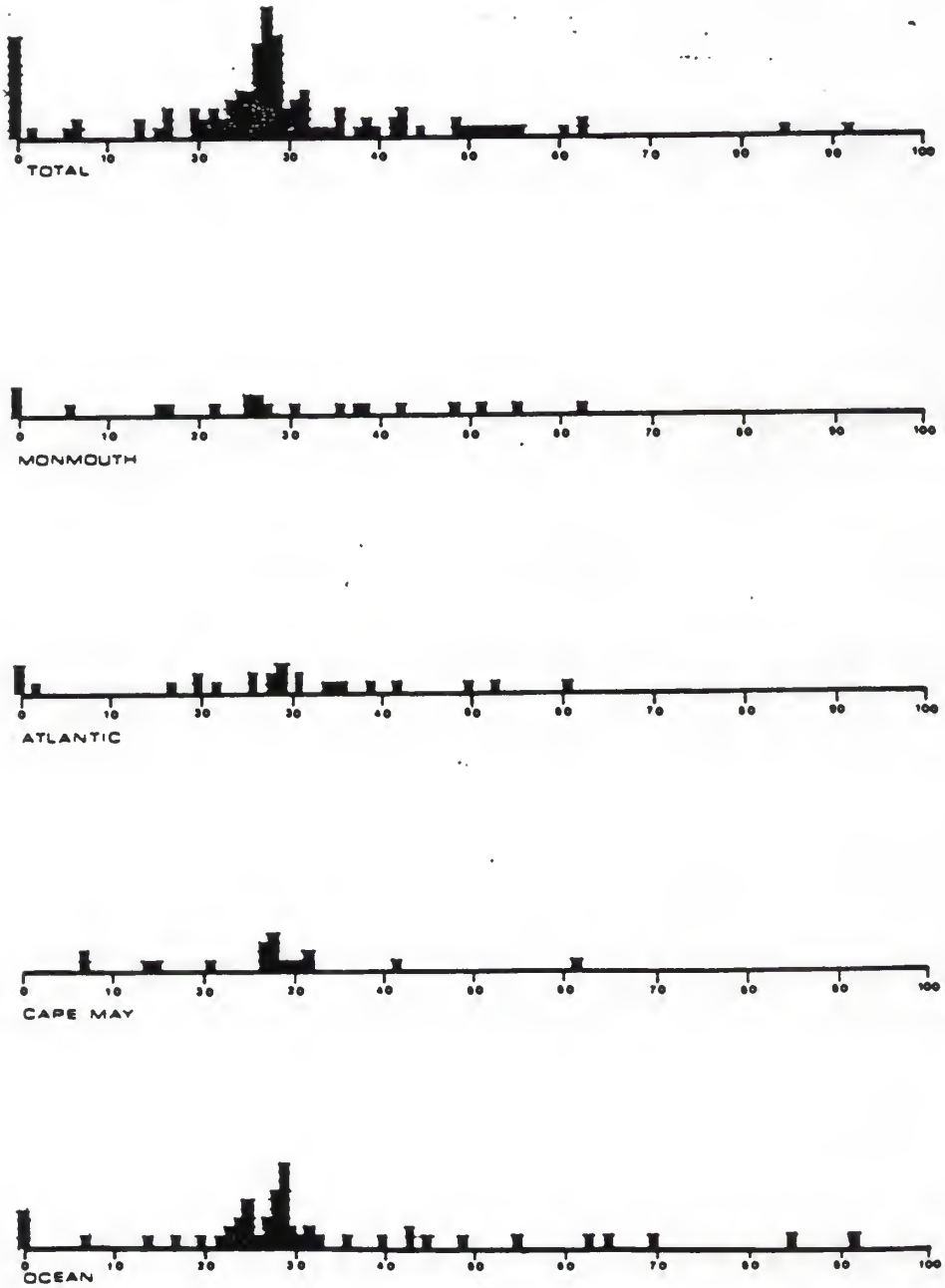


FIG. 7

TIME REQUIRED TO COMPLETE PHASE: COMPLETE FOR REVIEW

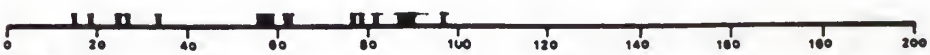


FIG. 8

TIME REQUIRED TO COMPLETE PHASE: STATUS

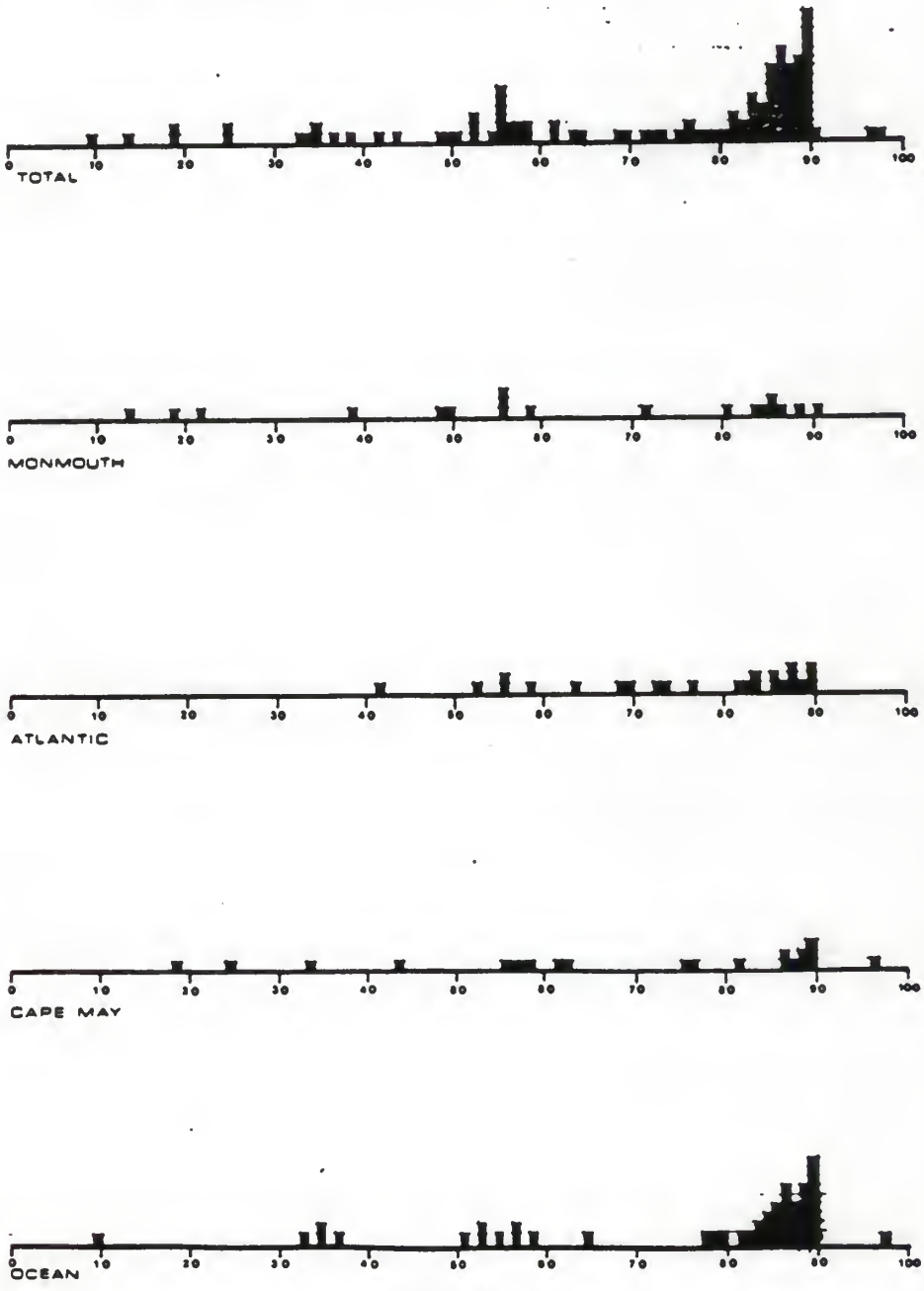


FIG. 9

standard deviation.

e.) All Counties - had a mean of 246.16 with a standard deviation of 109.5, 82.2% were within one standard deviation.

The overall mean time to complete the permit approval process is 246.16. Again, two of the four counties, Ocean and Monmouth, exceeded the overall mean by 14.08 and 5.7 days, respectively. The remaining two counties, Atlantic and Cape May, were below the overall mean by 3.29 and 34.1 days, respectively. As previously mentioned, it is significant that Cape May county is considerably below the overall mean by a margin of 34.1 days.

SECTION III. TYPE OF LANDUSE

Table #4 indicates the eighteen (18) different land-uses for which CAFRA permits were requested. For each seggregated land-use, the amounts and percentages are given for its permit:
1) Applications; 2) Approvals; 3) Denials; 4) Cancellations; 5) Withdrawls; 6) Applications pending a decision.

Of the eighteen (18) land-use types identified, the first nine (9) (listed below) account for 88.4% of all the various land-uses requesting CAFRA permits. These nine (9) land-use types will constitute the land-use variable in this study.

1) Hotels
2) Elderly Housing
3) Single Family Homes
4) Townhouses
5) Sewer Systems
6) Condominiums
7) Shopping Centers
8) Residential Lots
9) Apartments

As previously mentioned, 88.4% of all CAFRA permit applications were conditionally approved. In the case of these nine (9) land-uses, the average for conditional permit approval is 88.6%.

STATISTICS FOR LAND-USE

PHASE: 1) Complete for Filing

a.) Hotels - had a mean of 42.82 with a standard deviation of 32.03, 87.0% were within one standard deviation and 82.6% completed this phase within 45 days.

b.) Elderly Housing - had a mean of 37.58 with a standard deviation of 18.52, 79.0% were within one standard deviation and 73.7% completed this phase within 45 days.

c.) Single Family Homes - had a mean of 36.29 with a standard deviation of 29.82, 94.0% were within one standard deviation and 88.2% completed this phase within 45 days.

d.) Townhouses - had a mean of 28.5 with a standard deviation of 15.28, 83.3% were within one standard deviation and 91.7% completed this phase within 45 days.

e.) Sewer Systems - had a mean of 33.0 with a standard deviation of 13.09, 75.0% were within one standard deviation and 83.32% completed this phase within 45 days.

f.) Condominiums - had a mean of 38.0 with a standard deviation of 37.38, 80.0% were within one standard deviation and 80.0% completed this phase within 45 days.

g.) Shopping Centers - had a mean of 33.9 with a standard deviation of 23.87, 80.0% were within one standard deviation and 80.0% completed this phase within 45 days.

h.) Residential Lots - had a mean of 40.13 with a standard deviation of 22.73, 87.5% were within one standard deviation and 75.0% completed this phase within 45 days.

i.) Apartments - had a mean of 33.33 with a standard deviation of 6.03, 100.0% were within one standard deviation and 100.0% completed this phase within

45 days.

The overall mean time to complete the phase "Complete for Filing" is 37.32. The mean for each of the nine land-uses is within 8.82 days of the overall mean; thus relative parity exist amongst the different land-uses in regards to the time required for completion of the phase "Complete for Review."

PHASE: 2) Public Hearing Scheduled

a.) Hotels - had a mean of 16.73 with a standard deviation of 34.87, 95.5% were within one standard deviation and 95.5% completed this phase within 31 days.

b.) Elderly Housing - had a mean of 10.89 with a standard deviation of 6.94, 68.4% were within one standard deviation and 100.0% completed this phase within 31 days.

c.) Single Family Homes - had a mean of 14.82 with a standard deviation of 10.61, 82.4% were within one standard deviation and 94.1% completed this phase within 31 days.

d.) Townhouses - had a mean of 8.67 with a standard deviation of 10.20, 75.0% were within one standard deviation and 100.0% completed this phase within 31 days.

e.) Sewer Systems - had a mean of 15.75 with a standard deviation of 11.18, 75.0% were within one standard deviation and 83.3% completed this phase within 31 days.

f.) Condominiums - had a mean of 6.40 with a standard deviation of 6.11, 70.0% were within one standard deviation and 100.0% completed this phase within 31 days.

g.) Shopping Centers - had a mean of 19.2 with a standard deviation of 16.20, 50.0% were within one standard deviation and 80.0% completed this phase within 31 days.

h.) Residential Lots - had a mean of 16.13 with a standard deviation of 9.39, 70.0% were within one standard deviation and 100.0% completed this phase within 31 days.

i.) Apartments - had a mean of 9.0 with a standard deviation of 5.0, 100.0% were within one standard deviation and 100.0% completed this phase within 31 days.

The overall mean time to complete the phase "Public Hearing Scheduled" is 14.28. The mean for each of the nine land-uses is within 7.88 days of the overall mean; thus relative parity exist amongst the different land-uses in regards to the time required for completion of the phase "Public Hearing Scheduled."

PHASE: 3) Public Hearing Held

a.) Hotels - had a mean of 39.0 with a standard deviation of 16.62, 81.8% were within one standard deviation and 86.4% completed this phase within 45 days.

b.) Elderly Housing - had a mean of 36.35 with a standard deviation of 10.61, 80.0% were within one standard deviation and 90.0% completed this phase within 45 days.

c.) Single Family Homes - had a mean of 38.89 with a standard deviation of 10.40, 66.7% were within one standard deviation and 90.0% completed this phase within 45 days.

d.) Townhouses - had a mean of 36.86 with a standard deviation of 12.12, 64.3% were within one standard deviation and 71.4% completed this phase within 45 days.

e.) Sewer Systems - had a mean of 36.39 with a standard deviation of 7.57, 76.9% were within one standard deviation and 92.3% completed this phase within 45 days.

f.) Condominiums - had a mean of 36.58 with a standard deviation of 9.61, 66.7% were within one standard deviation and 83.3% completed this phase within 45 days.

g.) Shopping Centers - had a mean of 34.5 with a standard deviation of 15.47, 70.0% were within one standard deviation and 70.0% completed this phase within 45 days.

h.) Residential Lots - had a mean of 34.63 with a standard deviation of 4.21, 62.5% were within one standard deviation and 100.0% completed this phase within 45 days.

i.) Apartments - had a mean of 35.5 with a standard deviation of 11.29, 83.3% were within one standard deviation and 83.3% completed this phase within 45 days.

The overall mean time to complete the phase "Public Hearing Held" is 37.0. The mean for each of the nine land-uses is within 2.5 days of the overall mean; thus relative parity exist amongst the different land-uses in regards to the time required for completion of the phase "Public Hearing Held."

PHASE: 4) Complete for Review

a.) Hotels - had a mean of 55.13 with a standard deviation of 53.84, 91.3% were within one standard deviation and 87.0% completed this phase within 90 days.

b.) Elderly Housing - had a mean of 113.95 with a standard deviation of 158.38, 94.7% were within one standard deviation and 63.2% completed this phase within 90 days.

c.) Single Family Homes - had a mean of 97.0 with a standard deviation of 64.55, 58.8% were within one standard deviation and 58.8% completed this phase within 90 days.

d.) Townhouses - had a mean of 99.9 with a standard deviation of 105.03, 85.7% were within one standard deviation and 71.4% completed this phase within 90 days.

e.) Sewer Systems - had a mean of 52.33 with a standard deviation of 53.55, 75.0% were within one standard deviation and 75.0% completed this phase within 90 days.

f.) Condominiums - had a mean of 49.2 with a standard deviation of 43.91, 70.0% were within one standard deviation and 80.0% completed this phase within 90 days.

g.) Shopping Centers - had a mean of 96.6 with a

standard deviation of 49.09, 60.0% were within one standard deviation and 50.0% completed this phase within 90 days.

h.) Residential Lots - had a mean of 78.0 with a standard deviation of 58.77, 62.50 were within one standard deviation and 75.0% completed this phase within 90 days.

i.) Apartments - had a mean of 13.33 with a standard deviation of , 66.7% were within one standard deviation and 100.0% completed this phase within 90 days.

The mean time for completion of the "Complete for Review" phase is 79.77. Four of the nine land-uses, Elderly Housing, Townhouses, Single family Homes, and Shopping Centers, exceed the overall mean by 34.18, 20.13, 17.23, and 16.83, respectively.

The remaining five land-uses, Residential Lots, Hotels, Sewer Systems, Condominiums, and Apartments, were below the overall mean by 1.77, 24.64, 27.44, 30.57, and 66.44 days, respectively. As mentioned earlier, the phase "Complete for Review" is primarily responsible for the time delays occuring in the permit application process. This phase not only has the highest mean time at 78.88, but it also has by far a greater standard deviation than any of the other phases. This high mean time combined with the large standard deviation, gives this phase an exceptionally wide time range for its completion. This phase is not only the longest, but also the only phase which demonstrates no grouping pattern concerning the amount of time required for its completion. Applicants appear to complete this phase at random.

On the surface it appears that certain land-uses are

permitted quicker than are others. This apperarence is the result of an averaging process and, in fact, many applications for a given land-use are issued well below the mean for that particular land-use. Therefore, it is incorrect to assume that you can predict the amount of time an application will require based soley on its land-use type.

PHASE: 5) Status

a.) Hotels - had a mean of 70.65 with a standard deviation of 22.57, 82.6% were within one standard deviation and 95.7% completed this phase within 90 days.

b.) Elderly Housing - had a mean of 83.7 with a standard deviation of 19.86, 65.0% were within one standard deviation and 90.0% completed this phase within 90 days.

c.) Single Family Homes - had a mean of 76.88 with a standard deviation of 19.22, 64.7% were within one standard deviation and 94.1% completed this phase within 90 days.

d.) Townhouses - had a mean of 69.43 with a standard deviation of 24.53, 78.6% were within one standard deviation and 100.0% completed this phase within 90 days.

e.) Sewer Systems - had a mean of 82.08 with a standard deviation of 25.44, 75.0% were within one standard deviation and 91.7% completed this phase within 90 days.

f.) Condominiums - had a mean of 69.9 with a standard deviation of 28.89, 60.0% were within one standard deviation and 80.0% completed this phase within 90 days.

g.) Shopping Centers - had a mean of 79.6 with a standard deviation of 19.9, 80.0% were within one standard deviation and 90.0% completed this phase within 90 days.

h.) Residential Lots - had a mean of 78.38 with a standard deviation of 24.17, 87.5% were within one

standard deviation and 87.5% completed this phase within 90 days.

i.) Apartments - had a mean of 57.0 with a standard deviation of 33.65, 66.7% were within one standard deviation and 100.0% completed this phase within 90 days.

The overall mean time to complete the phase "Status" is 74.06. With the exception of Apartments, the mean for each of the nine land-uses is within 9.64 days of the overall mean; thus relative parity exist amongst the different counties in regards to the time required for completion of the phase "Status." In the case of Apartments they were unusually below the overall mean by a margin of 17.06.

The "Status" phase has a relatively high mean time of 75.22, though of all land-uses examined, 80% have successfully completed this phase within 90 days. Thus while this is a long phase, it has a tightly grouped homogenous population.

PHASE: 6) Total Time Required

a.) Hotels - had a mean of 232.96 with a standard deviation of 70.44, 73.3% were within one standard deviation.

b.) Elderly Housing - had a mean of 280.15 with a standard deviation of 164.61; 95% were within one standard deviation.

c.) Single Family Homes - had a mean of 269.18 with a standard deviation of 99.23; 70.6% were within one standard deviation.

d.) Townhouses - had a mean of 248.93 with a standard deviation of 134.81; 71.4% were within one standard deviation.

e.) Sewer Systems - had a mean of 203.54 with a standard

deviation of 75.57; 61.5% were within one standard deviation.

f.) Condominiums - had a mean of 209.67 with a standard deviation of 86.25; 50% were within one standard deviation.

g.) Shopping Centers - had a mean of 270.8 with a standard deviation of 68.41; 70% were within one standard deviation.

h.) Residential Lots - had a mean of 257.13 with a standard deviation of 68.95; 50% were within one standard deviation.

i.) Apartments - had a mean of 178.83 with a standard deviation of 59.53; 66.7% were within one standard deviation.

The overall mean time to complete the permit approval process is 244.09. The mean time to complete the permit approval process for the nine land-uses being examined is 244.09. Five of the nine land-uses, Elderly Housing, Shopping Center, Single Family Homes, Residential Lots, and Townhouses, exceed the overall mean by 36.06, 26.71, 25.09, 13.04, and 4.48 days, respectively. The remaining four land-uses, Hotels, Condominiums, Sewer Systems, and Apartments, were below the overall mean by 11.13, 34.42, 40.55, and 65.26 days, respectively.

As mentioned previously, the phase "Complete for Review," continues to be primarily responsible for the time delays ocuring in the permit approval process. When examining the total amounts of time required for the nine different land-uses to complete the entire process, it is important to recognize the correlations between: 1) the margins of difference between the mean time required by all land-uses to complete the phase "Complete for Review"

and the mean time required by each individual land-use to complete this phase; with the margins of difference between the mean time required by all land-uses to complete the entire permit approval process and the mean time required by each individual land-use to complete the entrire process.

TIME REQUIRED TO COMPLETE PHASE: PUBLIC HEARING SCHEDULED

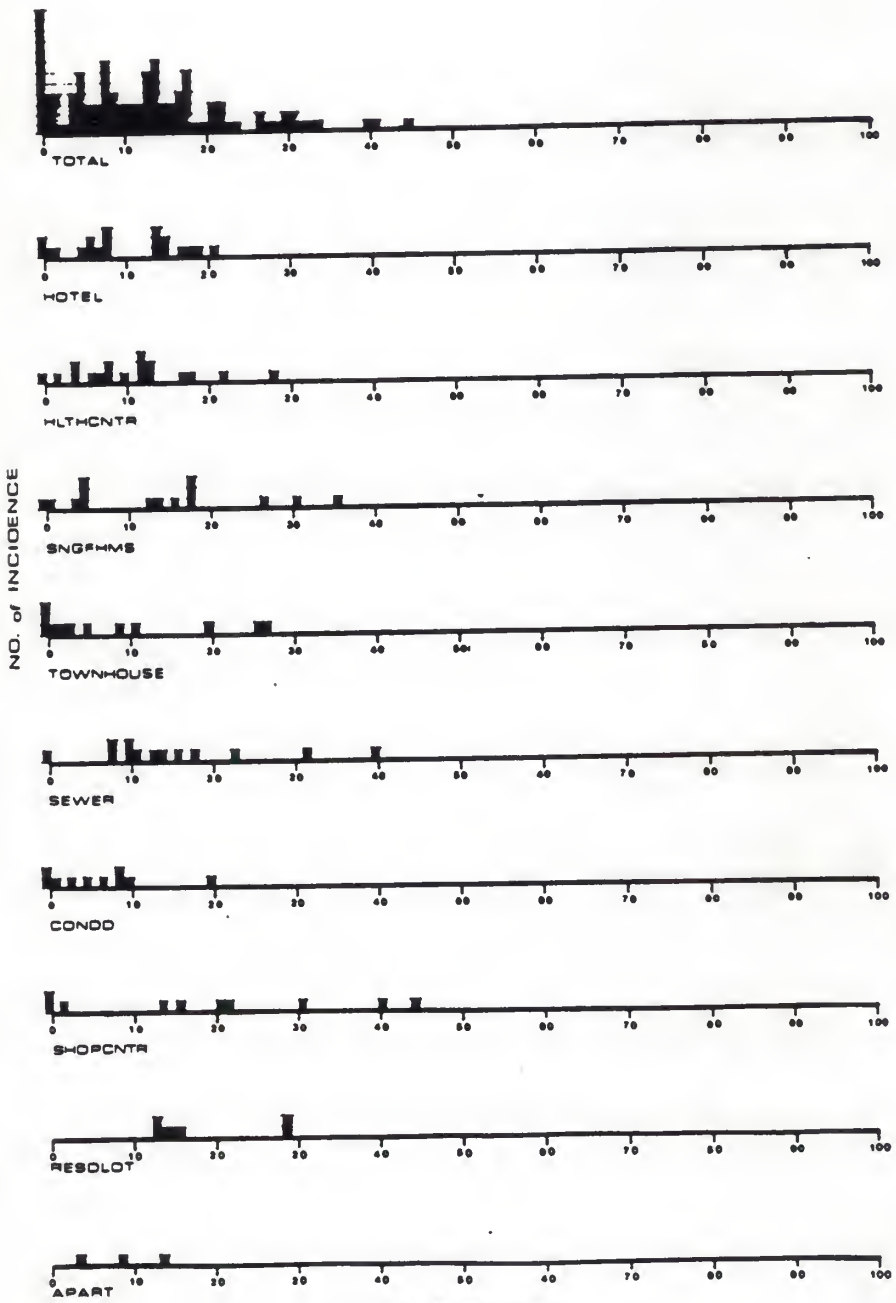


FIG. 11

TIME REQUIRED TO COMPLETE PHASE: PUBLIC HEARING HELD

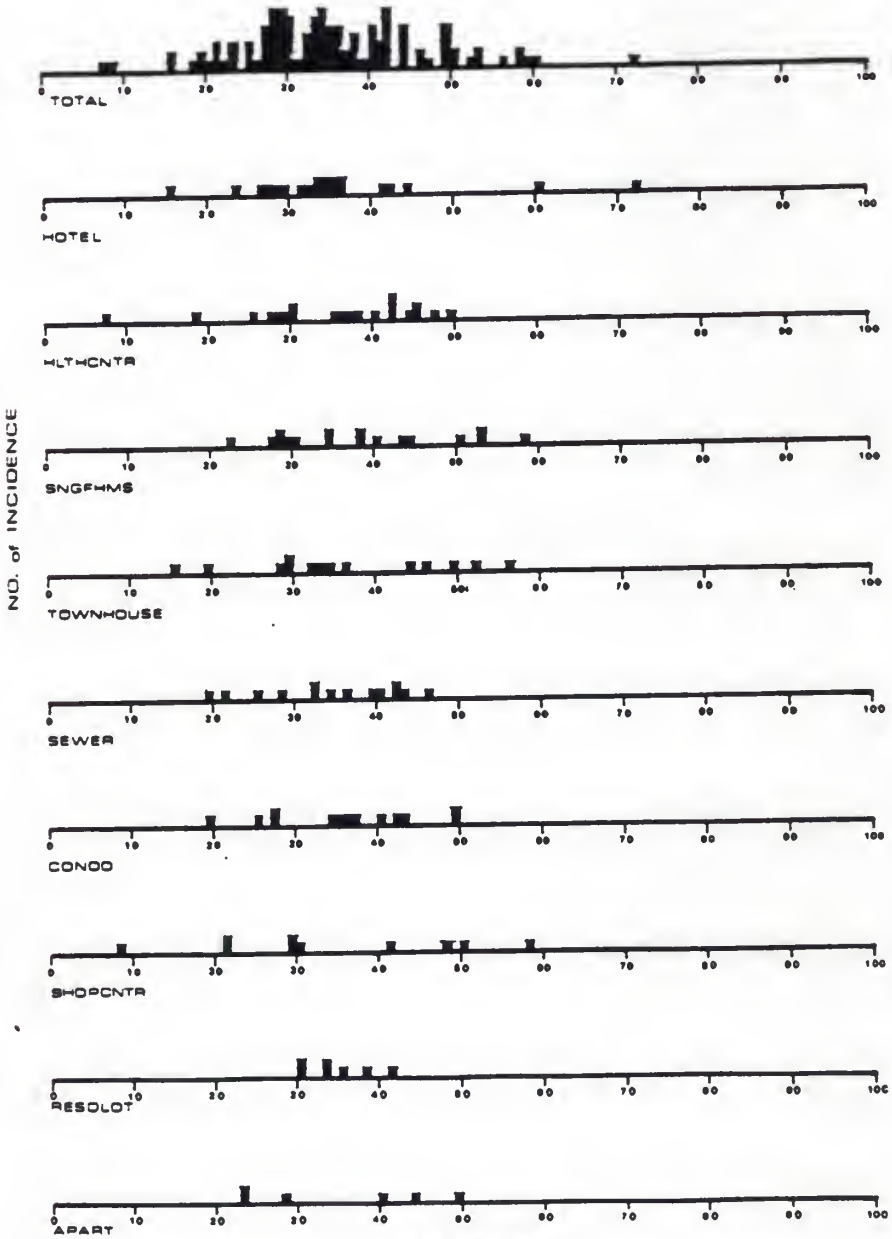


FIG. 12

TIME REQUIRED TO COMPLETE PHASE: COMPLETE FOR REVIEW

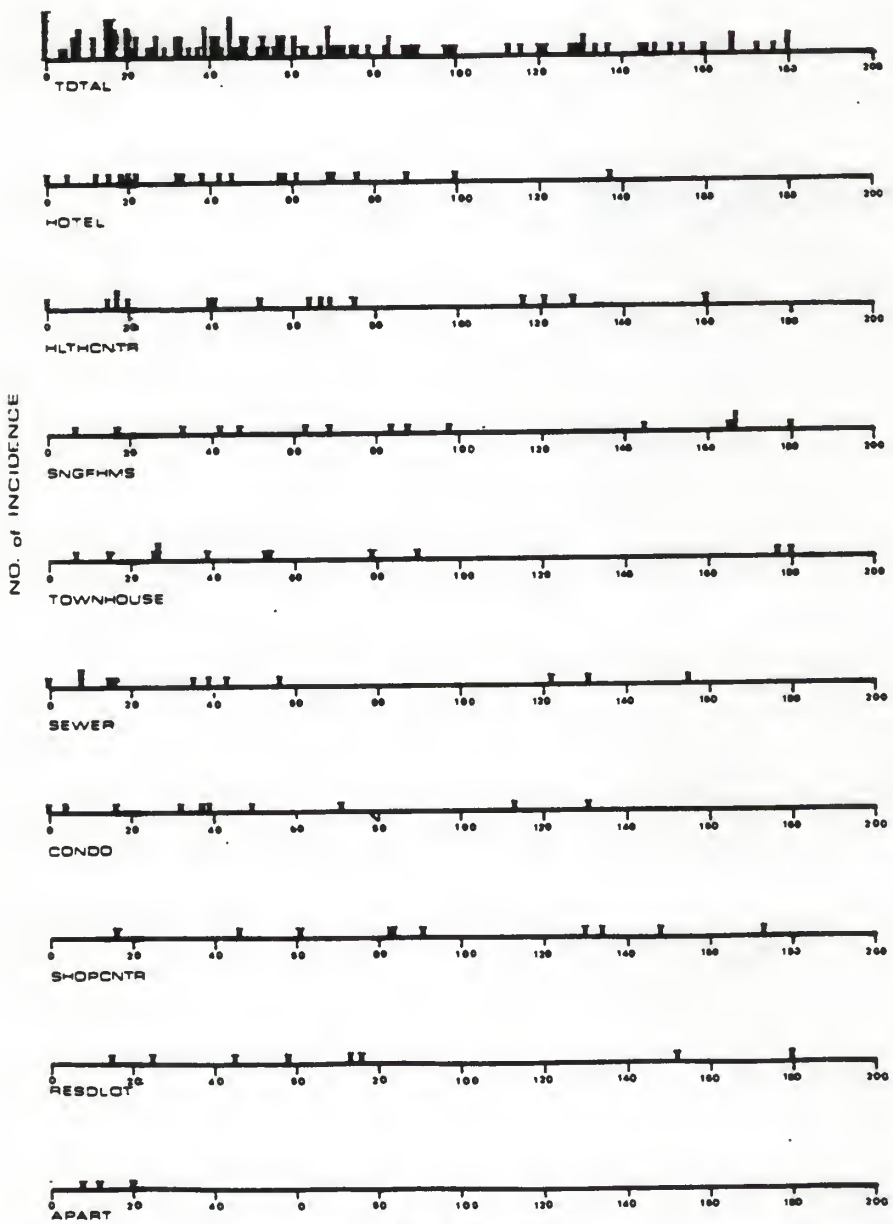


FIG. 13

TIME REQUIRED TO COMPLETE PHASE: STATUS

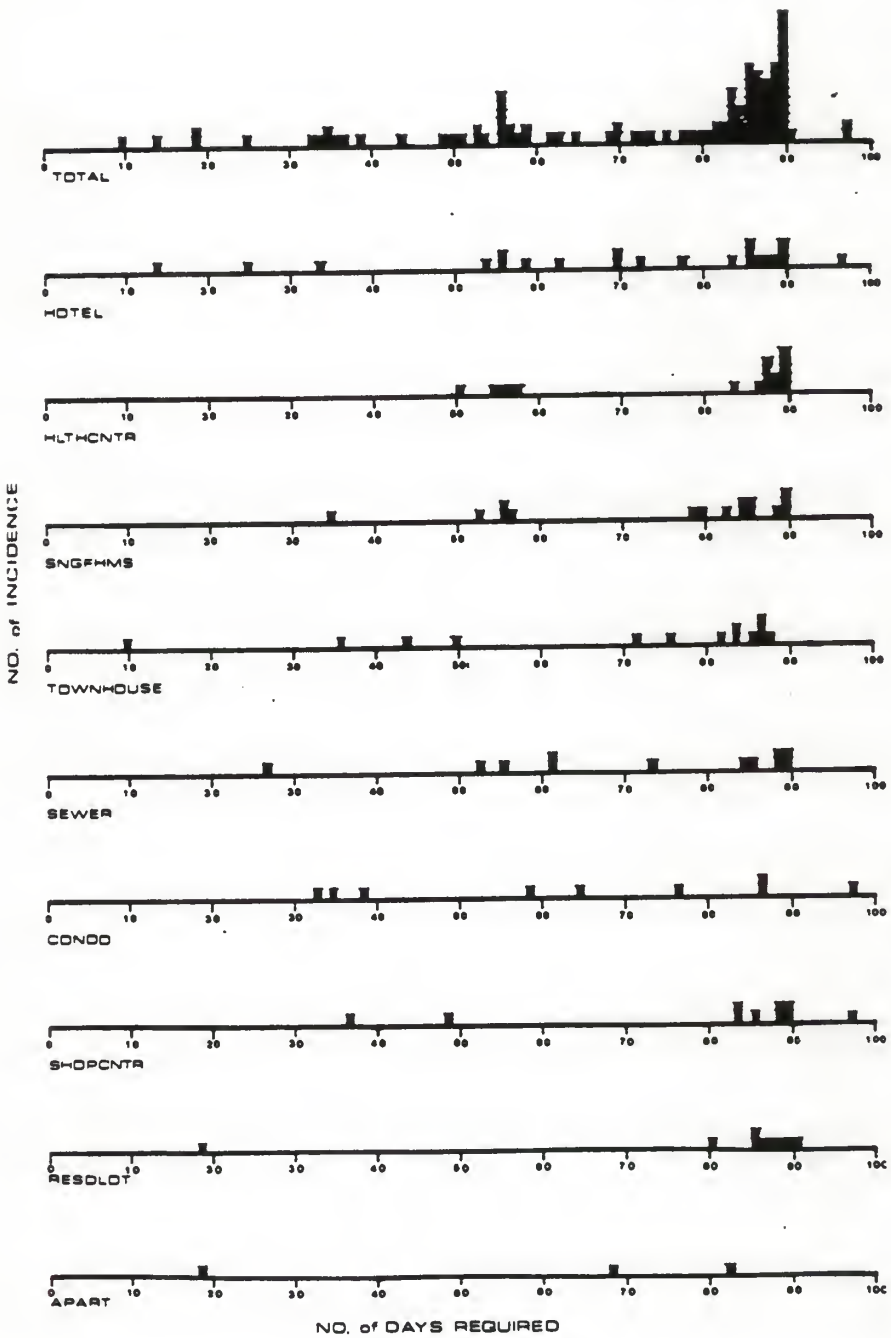


FIG. 14

CHAPTER V. CONCLUSIONS AND OBSERVATIONS

The results reported in chapter four may now be examined to test the original hypothesis.

HYPOTHESIS: Time delays in obtaining CAFRA permits occur when additional information is required to substantiate a proposed project's conformance with statutory coastal development guidelines.

The results of this study indicate the phase "Complete for Review," is responsible for time delays in the permit application process. The sooner a project demonstrates its compliance with the DEP-DCR's development policies and guidelines, the sooner a CAFRA permit will be issued. Therefore this aspect of the hypothesis is supported.

Land use type exhibited no significant influence on the amount of time required for a project to complete the review process.

With the exception of Cape May County, county location did not exhibit a significant influence on the time required for a project to complete the review process. Permits were issued sooner in Cape May county by a margin of 34.1 days. Why permits are issued sooner in Cape May county than in other counties was not addressed in this study. Future studies could examine other factors to answer this question.

This study demonstrates that state legislation is effectively prohibiting some land uses and restricting others. The fact that 88.4% of permits applied for, are

granted, does not mean the development policies and guidelines are lax, or that permit approvals are rubber stamped. The fact is that all permits are "conditionally" approved.

The DEP-DCR offers applicants an opportunity to discuss their proposed project in a pre-application conference. This conference expedites the application process by identifying potential conflicts early on. Alerted to the sensitive issues, applicants are able to design their projects accordingly.

This conditional approval allows the DEP-DCR an opportunity to exact concessions from each permitted project. These concessions provide the state with a significant amount of control over a project's potential environmental impact.

The DEP-DCR is organized into the following five bureaus:

Bureau of Coastal Planning and Development
Bureau of Coastal Project Review
Bureau of Coastal Enforcement and Field Services
Bureau of Coastal Engineering
Bureau of Tidelands

It is the responsibility of the Bureau of Coastal Enforcement and Field Services to ensure that development projects adhere to the conditions stipulated in their CAFRA permit. Before construction begins, permit holders are required to schedule a site visit with representatives from the bureau. Field officers will oversee the demarcation of wetland areas and the general site plan layout so to ensure the project's compliance with the approved development program.

The land area of CAFRA´s jurisdiction is relatively small and thus field agents are able to continually monitor on-going projects. Often local planning officials and/or citizens will telephone the DEP-DCR when they suspect a development project is engaged in questionable construction practices

For land use regulation to be effective, it must enjoy a certain degree of public support and compliance. Legislation enacted by a state can only be effective if : 1) the public voluntarily complies with the proscribed statutes or, 2) the state has the regulatory and enforcement capacity to force public compliance. The DEP-DCR has a limited amount of manpower and resources with which to regulate a wide range of activities. Prudence dictates that the DEP-DCR limit the scope of its jurisdiction to those activities posing the most imminent threat to public health, safety and welfare.

Optimally all development in the coastal zone should be required to comply with the CAFRA regulations. The logistics of enforcing such comprehensive coverage renders it unfeasible. At some point the public´s interest is better served by limiting the jurisdiction of CAFRA legislation so that DEP-DCR´S´s resources can be better utilized.

Currently only development projects involving 25 units or more are required to obtain a CAFRA permit. This loop hole has allowed considerable development to occur

without conforming to CAFRA development policies and guidelines. The New Jersey coast is literally dotted with developments of 24 units or less.

Exactly how officials arrived at this arbitrary figure of 24 is uncertain. As the state legislature did not write the CAFRA legislation in a political vacuum, it is reasonable to expect that various interest groups applied political pressure to influence the particular thresholds included in the legislation. Efforts have begun to close this and other loop holes.

Research by agencies which continually monitor the cumulative impacts of development should determine which projects could be excluded from the statues in the CAFRA legislation. These thresholds would be updated and revised as necessary.

A CAFRA permit requires an application fee of $50.00. By withdrawing or cancelling an application, a project may be resubmitted within 12 months without paying an additional application fee. This provides applicants a degree of flexibility. Realizing a project will not be permitted in its current form, applicants have time to arrest the approval process and reevaluate their project, making the necessary modifications.

The most common problem occurring in the review process is that a proposed project is unable to effectively mitigate its' adverse environmental impact. The two most frequent complaints are a project's high density, and its excessive impervious coverage.

The goal in limiting adverse environmental impact is the reduction in, and/or, prevention of, disruption to the existing ecology occurring both on and off the site. Achieving this goal requires that stormwater runoff be properly managed.

Stormwater becomes the conduit for water borne pollutants, be they chemical in nature, or simply soil particles. Topsoil erosion and, the resultant siltation of water bodies, is primarily due to poorly managed stormwater.

The fundamental concept for effectively managing stormwater is to avoid collecting and channelling it, thereby concentrating it. Ideally stormwater should be allowed to sheet flow across permeable soil for as long as possible so that it may percolate into underground aquifers.

Projects which frustrate this process are likely to meet with disapproval by the reviewing agencies. Upon review, road widths are often found to be unnecessarily wide (a result of local municipality regulations). The DEP-DCR may advise a project's applicant to solicit a road width variance from the local municipality. This variance could to reduce a road width from 24'-0" to 18'-0". Obtaining such a variance will contribute to the total time required for a project to complete the permitting process.

The other area of frequent contention is project

density. The problems of project density are twofold. First, increasing the number of units you have on a site reduces the amount of open space available for continued ecologic processes (ie. stormwater percolation, wildlife habitats). Secondly, increasing the number of units on a site places added stress on the capacity of existing local infrastructure, ie. water, sewer, and roadway traffic.

Development projects determined to have excessive densities are likely to be rejected by the DEP-DCR. These projects must either reduce their densities or propose new design solutions which mitigate the impacts of excessive density. Such modifications are only feasible when at least one of the following conditions exist: 1) a new design solution mitigating project's environmental impact is possible, or 2) the economic conditions in the local and regional market conditions will support the projects regardless of the loss of marketable units.

New Jersey's coastal management plan was developed to allocate and protect the state's natural resources. The majority of its development policies are designed mitigate the impact of development on natural systems. As with other forms of land-use regulation, the policies are designed to allow individual land owners to utilize their property, though restricting specific uses.

Much of the land under CAFRA jurisdiction is heavily developed urban land. Included here are such areas as the rapidly developing casino district of Atlantic City, New Jersey. Such urban areas have very little natural systems

left to protect, nevertheless, CAFRA permits are still required.

Even in urban areas CAFRA legislation continues to protect the public´s interest. In the case of casinos and high rise hotels, concessions continue to be exacted as permits are conditionally approved. Examples of such conditions include requiring owners to orient buildings perpendicular to the shoreline so to avoid placing the beach in shadow and blocking views to the ocean. Casinos are also required to provide public open-space in the form of pedestrian plazas. All shoreline developments are require to maintain public access to the beaches.

The DEP-DCR is adhering to the time limits mandated in the CAFRA legislation. Those phases in the review process with proscribed time limits evidence the highest degree of compliance. The DEP-DCR deserves recognition for its effectiveness in meeting this obligation.

The "Status" phase in the review process, when the DEP-DCR makes its final evaluation and stipulates the conditions under which the permit is granted, is admittedly long, though it does generally comply with the proscribed time limit of Ninety (90) days. A high incidence of decisions for the "Status" phase are rendered on days 85-90. This is largely due to the axiom whereby the time required to complete a task is equal to the time allocated for the task´s completion. As a review officer reviews several applications simultaneously, he will

devote his time to those projects with the most pressing deadlines.

There are two phases in the review process where the time required for their completion is strictly dependent upon the completeness and promptness of the applicants submittals. The first of these two is, "Complete for Filing." This phase constitutes the time elapsed from when an application is received until it is deemed complete for filing. While it is not uncommon to request an applicant to submit additional information, it is uncommon for this phase to require an excessive amount of time.

The "Complete for Filing" phase showed a mean time of 37.54 days with a standard deviation of 27.72, 91.0% were within one standard deviation and 81.1% completed this phase within 45 days. These statistics suggest a uniform pattern of time required for completion of this phase. Therefore, no significant time variation is attributable to this variable phase in review process.

The second variable phase, "Complete for Review," is primarily responsible for the time variation in the application review process. Of significance here is the absence of an identifiable pattern in the time required for completion of this phase, irrespective of county location or land-use type. The time required to complete this phase is determined by the project's ability to provide the necessary documentation, again irrespective of county location or land-use type.

With development pressures in New Jersey increasing,

the Jersey Shore must continue to strengthen its growth management strategy. It is difficult to fully ascertain all the benefits provided by the development guidelines found in the CAFRA legislation. Environmental legislation tends to create a ripple effect which acts to deter other types of disruptive development.

New Jersey's coastal management plan has been effective in mitigating development's environmental impact in two ways. First, many projects, failing to meet the most basic criteria, are either never proposed, or are abandoned early. Secondly, projects requiring CAFRA permits are obligated to conform to CAFRA's proscribed guidelines, thus limiting their environmental disruption. The extent to which this legislation is actually solving the problems of development degrading the environment should be looked at in further studies.

Once a region attains a certain level of environmental regulation, it seldom declines, rather it becomes the cornerstone for more stringent regulation. As environmental thresholds are exceeded and the public's tolerance wanes, the state legislature will be forced to enact more comprehensive environmental protection.

The approaching 21st century will bring increasingly more environmental threats and government regulation. Technological advancements alone will not remedy the environmental problems we are sure to experience.

Together new technologies and government regulations

will require more specialization and segmentation of work. Those design professionals who are actively seeking to increase their understanding of developments in environmental protection techniques and legislation, will be the most competitive.

In my opinion, the resolution of our environmental dilemma lies not with a design solution, but rather in changing American society's value system. As long as this country measures its economic health in terms of the amount produced and consumed (a through-put economy) environmental quality will remain in jeopardy. Until society begins measuring its success by the amount it conserves and recycles, (a closed or cyclic economy) our natural resources will continue their demise, regardless of environmental legislation. Environmental regulation seldom solves problems, rather it merely slows down the process.

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Land-Use Regulation

The public character of coastal resources requires government involvement to ensure protection of these strategically important lands. When these environmentally sensitive lands are destroyed, it's not simply the loss of some "intrinsic" environmental values or benefits, but also the loss of social and economic welfare to the community. The loss of these lands will immediately affect the community by:

1) Creating environmental hazards (ie. siltation and flooding);
2) Destroying important public resources (ie. clean water supplies and water quality of streams and estuaries);
3) Wasting important public lands (ie. productive lands and renewable resources).

The impacts of destroying environmentally sensitive lands are felt by both private individuals and the public at large. Direct cost to private land owners will be loss of property values, or perhaps the property itself (flooding, erosion). Public cost will be realized in finding alternative water sources, and in the installation of sewer and water purification systems [Thurow 1975].

Public regulation is required not only because of the public nature of the resource, but also because the real estate market fails to adequately consider the costs and benefits of protecting these resources. The environmental systems which operate in a community are public goods, for as they benefit one, they benefit all. Wetlands act to settle out sediments, which in turn, provides the

community with purer water. Whether through management, regulation, or outright acquisition, protecting these lands involves considerable public cost, though not without benefits.

The state of New Jersey and the federal government have responded to growing public demands for controlled growth and preservation of sensitive natural environments.

As the marketplace lacks a mechanism to adequately consider the costs/benefits of preserving the community's environmental systems, government must exercise its police powers to insure environmental integrity while balancing public health, safety and welfare against a land owner's right to the use of his land [Thurow 1975].

Environmental regulation in land-use law is an allocation tool which seeks to shift resources from one use, or user, to another. The justification lies in that unregulated allocation does not result in the optimum use of the resource, while reallocation will bring increased net benefits to society [Huffman 1976].

Historically, land's primary value was its ability to earn its owner a profit. Today, there is a wider appreciation for land which holds it as having value in and of itself, regardless of its real estate value. As we grow in our understanding of ecology, we begin realizing the interconnectedness of environmental systems. Environmental deterioration at a given location will soon degrade the surrounding environment, especially where you

have an abundance of water.

We now must deal with environmental systems as a whole. Although these systems span different political jurisdictions, they must be dealt with as single entities rather than as a collection of governmental units [Bosselman 1972].

Zoning

Traditional police power, in the form of Euclidian zoning, has been given to local government by the state legislature through enabling legislation. Euclidian zoning, where a community is divided into sectors based on idealized land use intensity (ie. residential, commercial or industrial) has achieved mixed results. This type of zoning is concerned primarily with what is on the land. The problem lies in that, as a tool, Euclidian zoning is a cumbersome, inflexible instrument, providing little finesse for developing creative solutions. Any variations or deviations from set policy, regardless of its impact, requires a "variance" from the zoning board. This involves a time consuming process to achieve an amended, though often beneficial use.

There is a shift of land use controls away from a primary focus of what is on the land, to one of how the land functions. These regulations, known as "Performance Zoning", are not designed to specify what particular type of land-use may occur at a given location, nor are they to segregate land-uses, those task are left to the traditional authorities. Performance zoning is designed to

guarantee that important land functions continue to operate whether the land-use be residential, commercial or industrial. The change is characterized by a movement away from detailed specifications concerning construction techniques or site requirements, and movement towards the final performance criteria as specified for the land area in question [Thurow 1975].

Environmental Protection

Environmental performance standards greatly improve the equity of environmental controls. Often only the major pollutors are singled out to bear the cost of clean-up, without requiring all land owners to do the same. By establishing environmental performance standards for all land areas, each user must share in the process of environmental protection proportionately to the problems they create. The problem of non-point-specific pollution is more difficult to resolve; consequential pollution often results from an accumulation of seemingly insignificant incidents.

Responsibility should always rest with the land owner who creates the problem or initiates the change, not with the owner whose property has been adversely affected. Detrimental wetland siltation occurs when upland streams are over-burdened with soil particles as a result of erosion on adjacent lands. To protect a wetland area from siltation, the upland streams and tributaries will require that adjacent lands act in a buffering capacity [Thurow

1975].

Governments have the authority to regulate land-uses which interfere with the health, safety and welfare of the communities to which they are responsible. In a free-market economy of competing forces, the role of government is to correct the systems' imperfections. Private property and owner discretion are essential characteristics among the forces which influence the free-market economy. As discussed earlier, real estate markets are fraught with imperfections, especially concerning the financial cost of environmental impacts to a community.

There is little protection provided to the community or private property owners beyond that which the government is willing to provide. To foster public confidence and support, the state must consistently enforce its land-use regulations.

Planning

If private choice in land-use decisions results in degrading the environment, one alternative is public choice. The question then becomes, how to arrive at the proper public choice. What institutional mechanisms can be utilized to avoid the negative effects which private choices suffer? America is committed to democracy and therefore the institutional mechanisms of public policy decisions are designed accordingly. Environmental laws are enacted by publicly elected representatives and environmental administrators are guided by people expressing themselves at public hearings [Huffman 1976].

Regulation

Where regulation is concentrated in a specific geographical region of the state (ie. coastal zone), states have generally chosen to set up independent commissions having a regional orientation. The members of the commission are generally appointed by the governor, though in some cases local governments in the region may exercise either direct, or indirect, control in the selection of commission members. As a result of their dependence on new development to produce tax revenue, local government officials are often pro development. In more affluent areas the reverse is often the case. Areas such as Martha´s Vineyard and Nantucket Island are concerned with maintaining their present property values, which are dependent on maintaining their historic, vernacular landscapes, therefore, these two communities are very restrictive of any new development [Bosselman 1972].

Regardless of how the members of a development commission are selected, their task is to develop a master plan for the orderly and rational development of the resources in question.

In theory, planning is neutral concerning the inherent conflicts of economic development and environmental preservation. In practice, planning actually aids environmental interest by identifying natural constraints which may have been overlooked in the absence

of planning. However, for developers identifying constraints early on prevents costly conflicts from arising later. For developers this information can be crucial. For development, the decade of the 1970's was an unpredictable climate, as state and federal authorities had yet to delegate the authority necessary to govern development in the coastal zone. Often there were five levels of government to review a project: Federal, State, Regional, County, and Municipal.

Early environmental legislation was ill defined, with unclear standards, poor methods of enforcement, and vague permit procedures. Developers were forced to seek clarification through the court system. The adversarial nature of court proceedings put future working relations between the developer and the regulatory agency in jeopardy. Court rulings are inefficient and created unnecessary expense for both the private and public sectors.

When intergovernmental and interagency disputes arose over who had jurisdiction of a particular area in contention, developers found themselves caught in the middle [Getman 1983].

Planning directives are generally enforced through the use of zoning and subdivision ordinances. These planning tools can be used to promote development by reserving whole parcels of undivided land for specified development uses. In practice zoning and subdivision regulation must be considered neutral or pro environment

as they are more often used to limit, rather than promote, the intensity of development in sensitive areas [Scott 1978].

General planning is capable of protecting the environment by simply limiting, if not prohibiting, certain land uses. But, to achieve a balance between economic development and protecting the environment, requires the use of detailed planning. In Atlantic City, New Jersey, detailed planning has been used to balance demand for housing with protection of the environment. Again in New Jersey, detailed planning has developed a dune system management program to limit development which would adversely affect natural processes. In both instances a balance of competing land uses resulted from detailed planning [Bickle 1983].

Environmental Impact Statement

Laws requiring the use of EIS are designed to improve decision making where natural resources are concerned. The changes brought about by the the introduction of environmental impact statements are related broadly to government organization and have changed the decision making process in those governmental agencies responsible for environmental protection. The changes effect the information gathering process, which in turn, effects the amount and quality of information presented to the decision makers. The EIS has become a tool for improved decisions based on policy.

New procedures brought about by the EIS process have facilitated intergovernmental coordination. This improved coordination occurs not only within the various state agencies, but also between different levels of government, be they federal, regional, or local. Involving more agencies and requiring more rigorous information gathering procedures, increases the likelihood that pertinent information will be used in decision making.

Policy Impact

Environmental Impact Statement laws often contain declarations of environmental policy. The EIS is used as a tool to implement these declared policies, though it is not limited to only the declared policies of one agency, and in fact may be used simultaneously to support other agencies' policies.

Regulatory Tools

State and local government have a variety of tools at their disposal to ensure that the goals of the state are being met. In implementing its coastal zone management program, the state of New Jersey uses a permitting system. Tools available to states for land-use regulation include:

1.) Regulatory Permit System
2.) Comprehensive Planning
3.) Land-Use designation by zoning and sub-division ordinance.
4.) Selective Land Acquisition and Restoration
5.) Promotion of desirable Coastal Development
6.) Negotiation and Mitigation
7.) Federal and State Consistency Policies

States use these and other tools alone, or in combination, to manage land-use in their coastal zones.

It should be noted that the presence of a tool is not necessarily indicative of the quality of protection offered the resource in question.

Regulation Affects on Development

Regulation inherently restricts development, even if permits are not denied, the expense, time consumed, and increased uncertainty provides a modest disincentive to develop. In some cases new laws have not actually added to existing regulation, though they may have increased both the multi-agency scrutiny, and their levels of enforcement.

Permitting

Requiring a permit for various types of coastal development has proven to be a popular tool for two reasons: 1.) State and local governments have traditionally found that permits are an effective way to control land uses and, 2) to enforce environmental regulation. Both the regulator, and the regulated, along with the courts, understand the process and accept the legitimacy of permits. Many states are currently using permit systems to regulate wetlands, sewer installation, and dredging operations [Healy 1985].

Conditional Approval Limits Impact/Density

Conditional approval has a significant impact on restricting development, yet stops short of prohibiting all development.

Where a permitting process exist, development of the coastal zone has been affected in two ways. Though

difficult to document, planned projects which were likely to have had significant adverse environmental impacts, may never have been submitted for permit approval, as denial was considered likely. Also, a significant portion of projects are permitted conditionally, with conditions ranging from general environmental protection features to reduction of population densities.

Mitigation

One type of conditional approval which has become very popular is mitigation. Mitigation creates environmental enhancement to compensate for environmental damage caused by a development project (ie. if development has destroyed wetlands on-site, the developer is required to create additional wetlands off-site, thereby off setting the net damage).

Permit Approval Process

Compliance with permit criteria has forced developers to submit for review, detailed plans of their proposed projects. For accuracy and efficiency in obtaining permits, developers require the services of professional consultants, which include: planners, landscape architects, architects, and engineers. These key professional consultants are responsible to ensure all essential government approvals are obtained.

When examining development potential and market demands, aspects such as: type of unit, price range, density and appropriate recreational facilities, will

likely be modified or amended as a project moves through the permitting process. Often developers are forced to make concession by reducing density, providing more open-space, or a combination thereof. If a developer chooses to contest a decision, he must weigh his cost in time delays and manpower expended, which are likely to be high, against the cost of making the requested concessions. By employing professional consultants, a developer should improve his ability to negotiate a compromised decision.

Key professional consultants are required not only for the physical planning and design, but also for their interaction with key government officials. Consultants who deal with the permit process daily are inclined to employ a critical path method.

In critical path method, a strategy is devised whereby all required permits are identified and examined for their relation to one another, and the amount of time required in obtaining each. This strategy identifies which permitting processes may occur simultaneously.

Consultants facilitate the process by identifying what technical information agencies need, when they need it, and having it there on time. Consultants also facilitate information exchanges between agencies. Keeping the paperwork moving may require personal intervention in the form of phone calls, correspondence, or delivering information by hand. The cost of professional consultants is high, but their technical skills and personal contacts are invaluable in obtaining permits [Getman 1983].

Tools Private & Public

The 1970's was a decade of innovation in both land development and its regulation. New products, such as Timeshares and Condominiums, substantially increased the population density of an area. Though vertical development consumes less surface area, and thus may appear to have less impact, its demand on local infrastructure and support facilities actually intensifies its impact on community systems.

To combat pressures resulting from new real estate products, government regulators have developed new tools and techniques such as: planned unit developments, population caps, utility extension controls, transfer of development rights, and time phased development controls [Getman 1983].

The concept of development impact fees will broaden as local government finds new ways of shifting financial responsibility from existing residents to new purchasers. We can expect more special districts so the people living in the new development will pay for their own sewer, water, fire, and police protection.

Regulatory systems insulate those who have received approvals from cyclical over building in a boom or bust marketplace.

Regulation for regulation sake does little good. Any system of land regulation imposes substantial cost. These cost are not only borne by the tax payer in the form of

government officials' salaries and expenses, but also by the developer who then, in turn, passes them on to the consumer.

Regulation takes time and time is money. In a development project, the initial up-front money is borrowed. Each additional day of delay increases the cost of the project, which is indirect conflict with affordable housing goals.

Growth controls will continue in those states with growing populations and delicate environmental systems.

Reaganomics has forced federal agencies to cut back their staffing and thus state officials are forced to handle additional duties and responsibilities.

APPENDICIES

MONMOUTH COUNTY

NO.	ID#	RECEDATE	ADDINFOR	COMFILIN	PUBHEARS	PUBHEARH	COMREVIE	STATUS	TOTAL	P/P
1	0704	10285	0	26	0	57	90	87 CONDAPPR	260	PRI
*2	0736	52985	0	0	100	33	303	84 CONDAPPR	520	PRI
3	0778	120385	0	31	3	50	177	50 CONDAPPR	311	PRI
*4	0781	120685	0	0	89	34	180	36 CONDAPPR	339	PRI
5	0803	31186	0	38	20	29	39	72 CONDAPPR	198	PRI
6	0817	41686	0	27	1	30	26	85 CONDAPPR	169	PRI
7	0811	40386	0	0	7	26	16	39 CONDAPPR	88	PRI
8	0844	71086	35	39	8	28	42	14 CONDAPPR	166	PRI
9	0841	70986	27	43	45	51	130	89 CONDAPPR	385	PRI
10	0848	80486	0	6	16	42	134	84 CONDAPPR	282	PRI
11	0857	92586	15	52	0	59	83	49 CONDAPPR	258	PRI
12	0733	50285	0	56	40	22	8	56 CONDAPPR	182	PUB
13	0739	60385	0	16	8	29	131	86 CONDAPPR	270	PUB
14	0756	82285	0	63	0	40	56	149 CONDAPPR	308	PUB
15	0713	21385	1	27	5	39	84	56 CONDAPPR	212	PRI
16	0738	53185	0	26	5	45	69	56 CONDAPPR	201	PRI
17	0838	62786	0	28	18	23	88	86 CONDAPPR	243	PRI
18	0716	92385	0	36	14	36	152	91 CONDAPPR	329	PRI
19	0820	42286	22	49	13	31	180	19 CONDAPPR	314	PRI
20	0834	61086	0	22	15	39	73	81 CONDAPPR	149	PRI
21	0780	120685	0	17	8	21	0	59 CONDAPPR	105	PRI

ATLANTIC COUNTY

NO.	ID#	RECEDATE	ADDINFOR	COMFILIN	PUBHEARS	PUBHEARH	COMREVIE	STATUS	TOTAL	P/P
1	0842	71086	0	20	26	30	54	88 CONDAPPR	218	PRI
2	0843	71086	0	20	9	47	79	84 CONDAPPR	239	PRI
3	0856	92286	28	61	9	41	131	87 CONDAPPR	357	PRI
4	0714	21485	7	42	0	34	61	84 CONDAPPR	228	PRI
5	0715	22885	0	26	17	24	15	73 CONDAPPR	155	PRI
6	0728	40385	0	50	5	29	5	70 CONDAPPR	159	PRI
7	0734	50785	0	28	2	42	32	86 CONDAPPR	190	PRI
8	0740	60685	0	26	6	45	137	86 CONDAPPR	300	PRI
9	0764	100285	0	29	18	32	38	88 CONDAPPR	205	PRI
10	0771	110685	0	29	19	37	70	90 CONDAPPR	245	PRI
11	0772	111485	26	126	1	36	20	56 CONDAPPR	265	PRI
12	0774	111485	0	28	15	34	45	59 CONDAPPR	182	PRI
13	0784	123085	0	99	8	36	76	86 CONDAPPR	305	PRI
*14	0791	12986	0	0	0	100	88	90 CONDAPPR	278	PRI
15	0805	31786	28	36	14	37	249	56 CONDAPPR	420	PRI
16	0818	42186	41	53	11	0	48	89 CONDAPPR	242	PRI
17	0826	51286	0	31	21	35	18	70 CONDAPPR	175	PRI
18	0875	120886	39	130	15	30	69	54 CONDAPPR	337	PRI
19	0737	53185	0	31	16	43	43	74 CONDAPPR	207	PUB
20	0747	70185	0	29	8	43	35	89 CONDAPPR	204	PUB
21	0832	60686	0	27	13	41	155	90 CONDAPPR	326	PUB
22	0711	21385	0	35	19	31	53	64 CONDAPPR	202	PUB
23	0861	100886	1	22	0	34	89	42 CONDAPPR	188	PRI
24	0863	101786	0	17	17	21	29	77 CONDAPPR	161	PRI
25	0725	32585	28	151	187	35	146	90 CONDAPPR	637	PRI
26	0744	61785	0	2	0	34	41	53 CONDAPPR	130	PRI
27	0783	122785	0	39	9	29	12	69 CONDAPPR	158	PRI
28	0793	20486	0	34	14	45	20	83 CONDAPPR	196	PRI
*29	0824	50786	0	0	44	41	0	124 CONDAPPR	209	PRI
*30	0859	100786	0	0	34	24	0	110 CONDAPPR	168	PRI

CAPE MAY COUNTY

NO.	ID#	RECEDATE	ADDINFOR	COMFILIN	PUBHEARS	PUBHEARH	COMREVIE	STATUS	TOTAL	P/P
1	0802	30386	0	28	0	53	27	76 CONDAPPR	184	PRI
2	0813	40986	7	7	5	35	15	44 CONDAPPR	69	PRI
3	0812	40986	7	7	5	35	0	59 CONDAPPR	113	PRI
4	0849	80886	0	28	20	20	37	77 CONDAPPR	182	PRI
*5	0868	111086	0	0	60	28	0	130 CONDAPPR	218	PRI
*6	0870	111086	0	0	60	28	0	130 CONDAPPR	218	PRI
7	0731	41985	20	32	7	16	22	25 CONDAPPR	163	PRI
8	0741	60685	0	27	14	35	58	97 CONDAPPR	231	PRI
9	0748	70285	0	30	14	61	57	89 CONDAPPR	251	PRI
10	0757	82785	0	21	6	73	100	90 CONDAPPR	290	PRI
11	0837	62586	0	15	8	33	33	87 CONDAPPR	176	PRI
12	0854	90386	0	28	0	43	0	63 CONDAPPR	134	PRI
13	0874	120186	0	42	170	27	21	34 CONDAPPR	294	PRI
14	0758	90385	0	27	31	22	91	90 CONDAPPR	261	PRI
15	0880	122286	29	90	22	9	84	98 CONDAPPR	332	PRI
16	0798	21486	0	31	18	35	39	62 CONDAPPR	123	PUB
17	0787	11086	3	28	24	34	57	82 CONDAPPR	228	PRI
18	0717	30485	0	28	16	42	45	88 CONDAPPR	331	PRI
*19	0825	51286	0	0	87	35	0	57 CONDAPPR	179	PRI
20	0722	31585	0	62	0	41	0	58 CONDAPPR	161	PRI
21	0766	101185	28	32	28	31	67	56 CONDAPPR	242	PRI
22	0807	32086	0	29	13	46	121	90 CONDAPPR	299	PRI
23	0719	30685	27	121	19	31	45	88 CONDAPPR	331	PRI
24	0727	40185	0	14	0	60	49	87 CONDAPPR	210	PRI
25	0865	101786	0	27	4	24	8	19 CONDAPPR	82	PRI

OCEAN COUNTY

NO.	ID#	RECEDATE	ADDINFOR	COMPILIN	PUBHEARS	PUBHEARH	COMREVIE	STATUS	TOTAL	P/P
1	0732	42685	0	28	11	45	53	87 CONDAPPR	224	PRI
2	0776	112785	0	70	0	20	322	87 CONDAPPR	499	PRI
3	0794	20786	0	17	2	16	7	10 CONDAPPR	52	PRI
4	0831	60986	0	30	27	37	27	82 CONDAPPR	203	PRI
5	0723	31885	0	25	3	38	32	98 CONDAPPR	196	PRI
6	0742	61185	0	43	0	36	113	119 CONDAPPR	311	PRI
7	0799	21986	27	133	1	44	39	87 CONDAPPR	331	PRI
8	0809	32586	0	28	9	43	4	35 CONDAPPR	119	PRI
9	0851	82686	0	27	10	50	49	33 CONDAPPR	169	PRI
10	0877	121186	0	28	0	50	71	65 CONDAPPR	214	PRI
11	0775	112285	0	28	0	91	12	78 CONDAPPR	209	PRI
12	0707	12385	0	21	14	30	173	84 CONDAPPR	322	PRI
13	0745	62485	0	36	0	31	61	37 CONDAPPR	165	PRI
14	0763	100285	0	28	21	30	46	86 CONDAPPR	211	PRI
15	0855	90886	0	22	41	22	16	90 CONDAPPR	191	PRI
16	0860	100786	0	14	2	49	148	89 CONDAPPR	302	PRI
17	0760	91685	0	29	10	33	16	53 CONDAPPR	141	PUB
18	0816	41686	6	27	23	37	122	89 CONDAPPR	294	PUB
19	0830	52886	0	29	11	44	8	90 CONDAPPR	182	PUB
*20	0847	80786	0	0	14	47	0	27 CONDAPPR	88	PUB
21	0862	101786	0	31	32	26	15	85 CONDAPPR	189	PUB
22	0709	13085	0	28	16	39	42	83 CONDAPPR	208	PRI
23	0710	21385	26	23	27	30	180	90 CONDAPPR	376	PRI
24	0729	40985	0	23	5	35	17	35 CONDAPPR	115	PRI
25	0735	51085	0	26	1	54	63	79 CONDAPPR	223	PRI
26	0743	61185	0	28	31	28	145	86 CONDAPPR	318	PRI
27	0773	111485	0	25	18	41	33	80 CONDAPPR	197	PRI
28	0777	120485	29	29	4	51	7	85 CONDAPPR	205	PRI
29	0796	21386	0	29	0	54	167	57 CONDAPPR	307	PRI
30	0801	22886	26	146	17	35	165	115 CONDAPPR	504	PRI
31	0819	42186	0	30	13	44	47	90 CONDAPPR	224	PRI
32	0829	52286	28	32	36	59	167	89 CONDAPPR	411	PRI
*33	0836	61786	0	0	77	29	0	90 CONDAPPR	195	PRI
34	0852	90286	0	65	14	29	98	53 CONDAPPR	259	PRI
35	0858	100786	0	24	18	31	220	85 CONDAPPR	378	PRI
36	0716	30485	0	25	13	34	58	89 CONDAPPR	219	PRI
37	0768	101185	0	40	0	30	25	86 CONDAPPR	181	PRI
38	0850	81586	26	92	29	31	15	86 CONDAPPR	279	PRI
39	0869	111086	0	29	29	34	76	87 CONDAPPR	255	PRI
40	0828	51986	0	24	7	50	129	87 CONDAPPR	297	PRI
41	0750	71885	0	33	2	43	160	90 CONDAPPR	329	PRI

OCEAN COUNTY (CONT.)

NO.	ID#	RECEDATE	ADDINFOR	COMFILIN	PUBHEARS	PUBHEARH	COMREVIE	STATUS	TOTAL	P/P
42	0718	30485	0	24	18	37	128	88 CONDAPPR	207	PRI
43	0724	31985	0	55	22	45	704	90 CONDAPPR	916	PRI
44	0746	62785	26	85	12	39	17	88 CONDAPPR	267	PRI
45	0750	71885	0	33	2	43	160	90 CONDAPPR	329	PRI
46	0752	80185	0	27	12	31	207	87 CONAPPR	364	PRI
47	0753	80185	0	63	12	43	64	89 CONDAPPR	280	PRI
48	0754	80885	28	25	11	8	52	55 CONDAPPR	179	PRI
49	0765	101185	27	49	4	36	17	88 CONDAPPR	231	PRI
50	0767	101185	0	32	8	29	69	51 CONDAPPR	189	PRI
51	0770	103085	0	20	8	48	41	88 CONDAPPR	205	PRI
52	0789	12186	0	29	7	19	75	90 CONDAPPR	220	PRI
53	0790	12386	0	29	10	50	15	57 CONDAPPR	161	PRI
54	0800	21486	0	45	17	28	40	90 CONDAPPR	220	PRI
*55	0806	32086	0	0	54	38	0	127 CONDAPPR	219	PRI
56	0822	42886	0	25	13	43	252	84 CONDAPPR	417	PRI
57	0839	70186	21	7	6	46	20	89 CONDAPPR	189	PRI
58	0878	121786	0	43	4	26	116	119 CONDAPPR	308	PRI
*59	0797	21386	0	0	34	50	0	176 CONDAPPR	260	PRI
*60	0864	101786	31	0	105	32	0	262 CONDAPPR	430	PRI

NO.	ID#	RECEDATE	ADDINFOR	COMFILIN	HOTELS PUBHEARS	PUBHEARH	COMREVIE	STATUS	TOTAL	P/P
1	0844	71086	35	39	8	28	42	14 CONDAPPR	166	PRI
2	0714	21485	7	42	0	34	61	84 CONDAPPR	228	PRI
3	0715	22885	0	26	17	24	15	73 CONDAPPR	155	PRI
4	0728	40385	0	50	5	29	5	70 CONDAPPR	159	PRI
5	0734	50785	0	28	2	42	32	86 CONDAPPR	190	PRI
6	0740	60685	0	26	6	45	137	86 CONDAPPR	300	PRI
7	0764	100285	0	29	18	32	38	88 CONDAPPR	205	PRI
8	0771	110685	0	29	19	37	70	90 CONDAPPR	245	PRI
9	0772	111485	26	126	1	36	20	56 CONDAPPR	265	PRI
10	0774	111485	0	28	15	34	45	59 CONDAPPR	182	PRI
11	0784	123085	0	99	8	36	76	86 CONDAPPR	305	PRI
12	0791	12986	0	0	0	100	88	90 CONDAPPR	278	PRI
13	0805	31786	28	36	14	37	249	56 CONDAPPR	420	PRI
14	0826	51286	0	31	21	35	18	70 CONDAPPR	175	PRI
15	0875	120886	39	130	15	30	69	54 CONDAPPR	337	PRI
16	0731	41985	20	32	7	16	22	25 CONDAPPR	163	PRI
17	0741	60685	0	27	14	35	58	97 CONDAPPR	231	PRI
18	0748	70285	0	30	14	61	57	89 CONDAPPR	251	PRI
19	0757	82785	0	21	6	73	100	90 CONDAPPR	290	PRI
20	0837	62586	0	15	8	33	33	87 CONDAPPR	176	PRI
21	0854	90386	0	28	0	43	0	63 CONDAPPR	134	PRI
22	0874	120186	0	42	170	27	21	34 CONDAPPR	294	PRI
23	0775	112285	0	28	0	91	12	78 CONDAPPR	209	PRI

NO.	ID#	RECEDATE	ADDINFOR	COMFILIN	HLTHCNTR PUBHEARS	PUBHEARH	COMREVIE	STATUS	TOTAL	P/P
1	0722	31585	0	62	0	41	0	58 CONDAPPR	161	PRI
2	0766	101185	28	32	28	31	67	56 CONDAPPR	242	PRI
3	0807	32086	0	29	13	46	121	90 CONDAPPR	299	PRI
4	0718	30485	0	24	18	37	128	88 CONDAPPR	207	PRI
5	0724	31985	0	55	22	45	704	90 CONDAPPR	916	PRI
6	0746	62785	26	85	12	39	17	88 CONDAPPR	267	PRI
7	0750	71885	0	33	2	43	160	90 CONDAPPR	329	PRI
8	0752	80185	0	27	12	31	207	87 CONAPPR	364	PRI
9	0753	80185	0	63	12	43	64	89 CONDAPPR	280	PRI
10	0754	80885	28	25	11	8	52	55 CONDAPPR	179	PRI
11	0765	101185	27	49	4	36	17	88 CONDAPPR	231	PRI
12	0767	101185	0	32	8	29	69	51 CONDAPPR	189	PRI
13	0770	103085	0	20	8	48	41	88 CONDAPPR	205	PRI
14	0789	12186	0	29	7	19	75	90 CONDAPPR	220	PRI
15	0790	12386	0	29	10	50	15	57 CONDAPPR	161	PRI
16	0800	21486	0	45	17	28	40	90 CONDAPPR	220	PRI
*17	0806	32086	0	0	54	38	0	127 CONDAPPR	219	PRI
18	0822	42886	0	25	13	43	252	84 CONDAPPR	417	PRI
19	0839	70186	21	7	6	46	20	89 CONDAPPR	189	PRI
20	0878	121786	0	43	4	26	116	119 CONDAPPR	308	PRI

SGFMLHMS

NO.	ID#	RECEDATE	ADDINFOR	COMFILIN	PUBHEARS	PUBHEARH	COMREVIE	STATUS	TOTAL	P/P
1	0713	21385	1	27	5	39	84	56 CONDAPPR	212	PRI
2	0738	53185	0	26	5	45	69	56 CONDAPPR	201	PRI
3	0838	62786	0	28	18	23	88	86 CONDAPPR	243	PRI
4	0709	13085	0	28	16	39	42	83 CONDAPPR	208	PRI
5	0710	21385	26	23	27	30	180	90 CONDAPPR	376	PRI
6	0729	40985	0	23	5	35	17	35 CONDAPPR	115	PRI
7	0735	51085	0	26	1	54	63	79 CONDAPPR	223	PRI
8	0743	61185	0	28	31	28	145	86 CONDAPPR	318	PRI
9	0773	111485	0	25	18	41	33	80 CONDAPPR	197	PRI
10	0777	120485	29	29	4	51	7	85 CONDAPPR	205	PRI
11	0796	21386	0	29	0	54	167	57 CONDAPPR	307	PRI
12	0801	22886	26	146	17	35	165	115 CONDAPPR	504	PRI
13	0819	42186	0	30	13	44	47	90 CONDAPPR	224	PRI
14	0829	52286	28	32	36	59	167	89 CONDAPPR	411	PRI
*15	0836	61786	0	0	77	29	0	90 CONDAPPR	195	PRI
16	0852	90286	0	65	14	29	98	53 CONDAPPR	259	PRI
17	0858	100786	0	24	18	31	220	85 CONDAPPR	378	PRI

TWNHOUSE

NO.	ID#	RECEDATE	ADDINFOR	COMFILIN	PUBHEARS	PUBHEARH	COMREVIE	STATUS	TOTAL	P/P
1	0704	10285	0	26	0	57	90	87 CONDAPPR	260	PRI
*2	0736	52985	0	0	100	33	303	84 CONDAPPR	520	PRI
3	0778	120385	0	31	3	50	177	50 CONDAPPR	311	PRI
*4	0781	120685	0	0	89	34	180	36 CONDAPPR	339	PRI
5	0803	31186	0	38	20	29	39	72 CONDAPPR	198	PRI
6	0817	41686	0	27	1	30	26	85 CONDAPPR	169	PRI
7	0842	71086	0	20	26	30	54	88 CONDAPPR	218	PRI
8	0843	71086	0	20	9	47	79	84 CONDAPPR	239	PRI
9	0802	30386	0	28	0	53	27	76 CONDAPPR	184	PRI
10	0813	40986	7	7	5	35	15	44 CONDAPPR	69	PRI
11	0732	42685	0	28	11	45	53	87 CONDAPPR	224	PRI
12	0776	112785	0	70	0	20	322	87 CONDAPPR	499	PRI
13	0794	20786	0	17	2	16	7	10 CONDAPPR	52	PRI
14	0831	60986	0	30	27	37	27	82 CONDAPPR	203	PRI

SEWERSYS

NO.	ID#	RECEDATE	ADDINFOR	COMFILIN	PUBHEARS	PUBHEARH	COMREVIE	STATUS	TOTAL	P/P
1	0733	50285	0	56	40	22	8	56 CONDAPPR	182	PUB
2	0739	60385	0	16	8	29	131	86 CONDAPPR	270	PUB
3	0756	82285	0	63	0	40	56	149 CONDAPPR	308	PUB
4	0737	53185	0	31	16	43	43	74 CONDAPPR	207	PUB
5	0747	70185	0	29	8	43	35	89 CONDAPPR	204	PUB
6	0832	60686	0	27	13	41	155	90 CONDAPPR	326	PUB
7	0798	21486	0	31	18	35	39	62 CONDAPPR	123	PUB
8	0760	91685	0	29	10	33	16	53 CONDAPPR	141	PUB
9	0816	41686	6	27	23	37	122	89 CONDAPPR	294	PUB
10	0830	52886	0	29	11	44	8	90 CONDAPPR	182	PUB
*11	0847	80786	0	0	14	47	0	27 CONDAPPR	88	PUB
12	0862	101786	0	31	32	26	15	85 CONDAPPR	189	PUB
13	0708	12985	0	27	10	33	0	62 CONDAPPR	132	PUB

CONDO

NO.	ID#	RECEDATE	ADDINFOR	COMFILIN	PUBHEARS	PUBHEARH	COMREVIE	STATUS	TOTAL	P/P
1	0811	40386	0	0	7	26	16	39 CONDAPPR	88	PRI
2	0856	92286	28	61	9	41	131	87 CONDAPPR	357	PRI
3	0812	40986	7	7	5	35	0	59 CONDAPPR	113	PRI
4	0849	80886	0	28	20	20	37	77 CONDAPPR	182	PRI
*5	0868	111086	0	0	60	28	0	130 CONDAPPR	218	PRI
*6	0870	111086	0	0	60	28	0	130 CONDAPPR	218	PRI
7	0723	31885	0	25	3	38	32	98 CONDAPPR	196	PRI
8	0742	61185	0	43	0	36	113	119 CONDAPPR	311	PRI
9	0799	21986	27	133	1	44	39	87 CONDAPPR	331	PRI
10	0809	32586	0	28	9	43	4	35 CONDAPPR	119	PRI
11	0851	82686	0	27	10	50	49	33 CONDAPPR	169	PRI
12	0877	121186	0	28	0	50	71	65 CONDAPPR	214	PRI

SHOPCNTR

NO.	ID#	RECEDATE	ADDINFOR	COMFILIN	PUBHEARS	PUBHEARH	COMREVIE	STATUS	TOTAL	P/P
1	0841	70986	27	43	45	51	130	89 CONDAPPR	385	PRI
2	0848	80486	0	6	16	42	134	84 CONDAPPR	282	PRI
3	0857	92586	15	52	0	59	83	49 CONDAPPR	258	PRI
4	0758	90385	0	27	31	22	91	90 CONDAPPR	261	PRI
5	0880	122286	29	90	22	9	84	98 CONDAPPR	332	PRI
6	0707	12385	0	21	14	30	173	84 CONDAPPR	322	PRI
7	0745	62485	0	36	0	31	61	37 CONDAPPR	165	PRI
8	0763	100285	0	28	21	30	46	86 CONDAPPR	211	PRI
9	0855	90886	0	22	41	22	16	90 CONDAPPR	191	PRI
10	0860	100786	0	14	2	49	148	89 CONDAPPR	302	PRI

RESDLOTS

NO.	ID#	RECEDATE	ADDINFOR	COMFILIN	PUBHEARS	PUBHEARH	COMREVIE	STATUS	TOTAL	P/P
1	0716	92385	0	36	14	36	152	91 CONDAPPR	329	PRI
2	0820	42286	22	49	13	31	180	19 CONDAPPR	314	PRI
3	0834	61086	0	22	15	39	73	81 CONDAPPR	149	PRI
4	0717	30485	0	28	16	42	45	88 CONDAPPR	331	PRI
5	0716	30485	0	25	13	34	58	89 CONDAPPR	219	PRI
6	0768	101185	0	40	0	30	25	86 CONDAPPR	181	PRI
7	0850	81586	26	92	29	31	15	86 CONDAPPR	279	PRI
8	0869	111086	0	29	29	34	76	87 CONDAPPR	255	PRI

APARTMNT

NO.	ID#	RECEDATE	ADDINFOR	COMFILIN	PUBHEARS	PUBHEARH	COMREVIE	STATUS	TOTAL	P/P
1	0783	122785	0	39	9	29	12	69 CONDAPPR	158	PRI
2	0793	20486	0	34	14	45	20	83 CONDAPPR	196	PRI
*3	0824	50786	0	0	44	41	0	124 CONDAPPR	209	PRI
*4	0859	100786	0	0	34	24	0	110 CONDAPPR	168	PRI
1	0865	101786	0	27	4	24	8	19 CONDAPPR	82	PRI
*1	0797	21386	0	0	34	50	0	176 CONDAPPR	260	PRI

NO.	ID#	RECEDATE	ADDINFOR	COMFILIN	PUBHEARS	PUBHEARH	COMREVIE	STATUS	TOTAL	P/P
					WITHIN 3 MONTHS					
1	0794	20786	0	17	2	16	7	10 CONDAPPR	52	PRI
2	0813	40986	7	7	5	35	15	44 CONDAPPR	69	PRI
3	0865	101786	0	27	4	24	8	19 CONDAPPR	82	PRI
4	0811	40386	0	0	7	26	16	39 CONDAPPR	88	PRI
5	0847	80786	0	0	14	47	0	27 CONDAPPR	88	PUB
					MONTH 4					
6	0780	120685	0	17	8	21	0	59 CONDAPPR	105	PRI
7	0812	40986	7	7	5	35	0	59 CONDAPPR	113	PRI
8	0729	40985	0	23	5	35	17	35 CONDAPPR	115	PRI
9	0809	32586	0	28	9	43	4	35 CONDAPPR	119	PRI
					MONTH 5					
10	0730	41985	20	32	7	16	22	25 CONDAPPR	122	PRI
11	0798	21486	0	31	18	35	39	62 CONDAPPR	123	PUB
12	0744	61785	0	2	0	34	41	53 CONDAPPR	130	PRI
13	0708	12985	0	27	10	33	0	62 CONDAPPR	132	PRI
14	0854	90386	0	28	0	43	0	63 CONDAPPR	134	PRI
15	0760	91685	0	29	10	33	16	53 CONDAPPR	141	PUB
16	0834	61086	0	22	15	39	73	81 CONDAPPR	149	PRI
					MONTH 6					
17	0715	22885	0	26	17	24	15	73 CONDAPPR	155	PRI
18	0783	122785	0	39	9	29	12	69 CONDAPPR	158	PRI
19	0728	40385	0	50	5	29	5	70 CONDAPPR	159	PRI
20	0863	101786	0	17	17	21	29	77 CONDAPPR	161	PRI
21	0790	12386	0	29	10	50	15	57 CONDAPPR	161	PRI
22	0722	31585	0	62	0	41	0	58 CONDAPPR	161	PRI
23	0731	41985	20	32	7	16	22	25 CONDAPPR	163	PRI
24	0745	62485	0	36	0	31	61	37 CONDAPPR	165	PRI
25	0844	71086	35	39	8	28	42	14 CONDAPPR	166	PRI
26	0859	100786	0	0	34	24	0	110 CONDAPPR	168	PRI
27	0817	41686	0	27	1	30	26	85 CONDAPPR	169	PRI
28	0851	82686	0	27	10	50	49	33 CONDAPPR	169	PRI
29	0826	51286	0	31	21	35	18	70 CONDAPPR	175	PRI
30	0837	62586	0	15	8	33	33	87 CONDAPPR	176	PRI
31	0754	80885	28	25	11	8	52	55 CONDAPPR	179	PRI
32	0825	51286	0	0	87	35	0	57 CONDAPPR	179	PRI

NO.	ID#	RECEDATE	ADDINFOR	COMFILIN	PUBHEARS	PUBHEARH	COMREVIE	STATUS	TOTAL	P/P
					MONTH 7					
33	0768	101185	0	40	0	30	25	86 CONDAPPR	181	PRI
34	0733	50285	0	56	40	22	8	56 CONDAPPR	182	PUB
35	0774	111485	0	28	15	34	45	59 CONDAPPR	182	PRI
36	0849	80886	0	28	20	20	37	77 CONDAPPR	182	PRI
37	0830	52886	0	29	11	44	8	90 CONDAPPR	182	PUB
38	0802	30386	0	28	0	53	27	76 CONDAPPR	184	PRI
39	0861	100886	1	22	0	34	89	42 CONDAPPR	188	PRI
40	0839	70186	21	7	6	46	20	89 CONDAPPR	189	PRI
41	0862	101786	0	31	32	26	15	85 CONDAPPR	189	PUB
42	0767	101185	0	32	8	29	69	51 CONDAPPR	189	PRI
43	0734	50785	0	28	2	42	32	86 CONDAPPR	190	PRI
44	0855	90886	0	22	41	22	16	90 CONDAPPR	191	PRI
45	0836	61786	0	0	77	29	0	90 CONDAPPR	195	PRI
46	0793	20486	0	34	14	45	20	83 CONDAPPR	196	PRI
47	0723	31885	0	25	3	38	32	98 CONDAPPR	196	PRI
48	0773	111485	0	25	18	41	33	80 CONDAPPR	197	PRI
49	0803	31186	0	38	20	29	39	72 CONDAPPR	198	PRI
50	0738	53185	0	26	5	45	69	56 CONDAPPR	201	PRI
51	0711	21385	0	35	19	31	53	64 CONDAPPR	202	PUB
52	0831	60986	0	30	27	37	27	82 CONDAPPR	203	PRI
53	0747	70185	0	29	8	43	35	89 CONDAPPR	204	PUB
54	0764	100285	0	29	18	32	38	88 CONDAPPR	205	PRI
55	0777	120485	29	29	4	51	7	85 CONDAPPR	205	PRI
56	0770	103085	0	20	8	48	41	88 CONDAPPR	205	PRI
57	0737	53185	0	31	16	43	43	74 CONDAPPR	207	PUB
58	0718	30485	0	24	18	37	128	88 CONDAPPR	207	PRI
59	0709	13085	0	28	16	39	42	83 CONDAPPR	208	PRI
60	0775	112285	0	28	0	91	12	78 CONDAPPR	209	PRI
61	0824	50786	0	0	44	41	0	124 CONDAPPR	209	PRI
62	0727	40185	0	14	0	60	49	87 CONDAPPR	210	PRI
					MONTH 8					
63	0763	100285	0	28	21	30	46	86 CONDAPPR	211	PRI
64	0713	21385	1	27	5	39	84	56 CONDAPPR	212	PRI
65	0877	121186	0	28	0	50	71	65 CONDAPPR	214	PRI
66	0842	71086	0	20	26	30	54	88 CONDAPPR	218	PRI
67	0868	111086	0	0	60	28	0	130 CONDAPPR	218	PRI
68	0870	111086	0	0	60	28	0	130 CONDAPPR	218	PRI
69	0716	30485	0	25	13	34	58	89 CONDAPPR	219	PRI

NO.	ID#	RECEDATE	ADDINFOR	COMFILIN	PUBHEARS	PUBHEARH	COMREVIE	STATUS	TOTAL	P/P
					MONTH 8 (cont.)					
70	0806	32086	0	0	54	38	0	127 CONDAPPR	219	PRI
71	0800	21486	0	45	17	28	40	90 CONDAPPR	220	PRI
72	0789	12186	0	29	7	19	75	90 CONDAPPR	220	PRI
73	0735	51085	0	26	1	54	63	79 CONDAPPR	223	PRI
74	0732	42685	0	28	11	45	53	87 CONDAPPR	224	PRI
75	0819	42186	0	30	13	44	47	90 CONDAPPR	224	PRI
76	0717	30485	0	28	16	42	45	88 CONDAPPR	331	PRI
77	0787	11086	3	28	24	34	57	82 CONDAPPR	228	PRI
78	0714	21485	7	42	0	34	61	84 CONDAPPR	228	PRI
79	0741	60685	0	27	14	35	58	97 CONDAPPR	231	PRI
80	0765	101185	27	49	4	36	17	88 CONDAPPR	231	PRI
81	0843	71086	0	20	9	47	79	84 CONDAPPR	239	PRI
					MONTH 9					
82	0818	42186	41	53	11	0	48	89 CONDAPPR	242	PRI
83	0766	101185	28	32	28	31	67	56 CONDAPPR	242	PRI
84	0838	62786	0	28	18	23	88	86 CONDAPPR	243	PRI
85	0771	110685	0	29	19	37	70	90 CONDAPPR	245	PRI
86	0748	70285	0	30	14	61	57	89 CONDAPPR	251	PRI
87	0869	111086	0	29	29	34	76	87 CONDAPPR	255	PRI
88	0857	92586	15	52	0	59	83	49 CONDAPPR	258	PRI
89	0852	90286	0	65	14	29	98	53 CONDAPPR	259	PRI
90	0704	10285	0	26	0	57	90	87 CONDAPPR	260	PRI
91	0797	21386	0	0	34	50	0	176 CONDAPPR	260	PRI
92	0758	90385	0	27	31	22	91	90 CONDAPPR	261	PRI
93	0772	111485	26	126	1	36	20	56 CONDAPPR	265	PRI
94	0746	62785	26	85	12	39	17	88 CONDAPPR	267	PRI
95	0739	60385	0	16	8	29	131	86 CONDAPPR	270	PUB
					MONTH 10					
96	0791	12986	0	0	0	100	88	90 CONDAPPR	278	PRI
97	0850	81586	26	92	29	31	15	86 CONDAPPR	279	PRI
98	0753	80185	0	63	12	43	64	89 CONDAPPR	280	PRI
99	0848	80486	0	6	16	42	134	84 CONDAPPR	282	PRI
100	0757	82785	0	21	6	73	100	90 CONDAPPR	290	PRI
101	0874	120186	0	42	170	27	21	34 CONDAPPR	294	PRI
102	0816	41686	6	27	23	37	122	89 CONDAPPR	294	PUB
103	0828	51986	0	24	7	50	129	87 CONDAPPR	297	PRI
104	0807	32086	0	29	13	46	121	90 CONDAPPR	299	PRI
105	0740	60685	0	26	6	45	137	86 CONDAPPR	300	PRI

NO.	ID#	RECEDATE	ADDINFOR	COMFILIN	PUBHEARS	PUBHEARH	COMREVIE	STATUS	TOTAL	P/P
					MONTH 11					
106	0860	100786	0	14	2	49	148	89 CONDAPPR	302	PRI
107	0784	123085	0	99	8	36	76	86 CONDAPPR	305	PRI
108	0796	21386	0	29	0	54	167	57 CONDAPPR	307	PRI
109	0756	82285	0	63	0	40	56	149 CONDAPPR	308	PUB
110	0878	121786	0	43	4	26	116	119 CONDAPPR	308	PRI
111	0778	120385	0	31	3	50	177	50 CONDAPPR	311	PRI
112	0742	61185	0	43	0	36	113	119 CONDAPPR	311	PRI
113	0820	42286	22	49	13	31	180	19 CONDAPPR	314	PRI
114	0743	61185	0	28	31	28	145	86 CONDAPPR	318	PRI
115	0707	12385	0	21	14	30	173	84 CONDAPPR	322	PRI
116	0832	60686	0	27	13	41	155	90 CONDAPPR	326	PUB
117	0716	92385	0	36	14	36	152	91 CONDAPPR	329	PRI
118	0750	71885	0	33	2	43	160	90 CONDAPPR	329	PRI
					OVER 11 MONTHS					
119	0717	30485	0	28	16	42	45	88 CONDAPPR	331	PRI
120	0719	30685	27	121	19	31	45	88 CONDAPPR	331	PRI
121	0799	21986	27	133	1	44	39	87 CONDAPPR	331	PRI
122	0880	122286	29	90	22	91	84	98 CONDAPPR	332	PRI
123	0875	120886	39	130	15	30	69	54 CONDAPPR	337	PRI
124	0781	120685	0	0	89	34	180	86 CONDAPPR	339	PRI
125	0856	92286	28	61	9	41	131	87 CONDAPPR	357	PRI
126	0752	80185	0	27	12	31	207	87 CONAPPR	364	PRI
127	0710	21385	26	23	27	30	180	90 CONDAPPR	376	PRI
128	0858	100786	0	24	18	31	220	85 CONDAPPR	378	PRI
139	0841	70986	27	43	45	51	130	89 CONDAPPR	385	PRI
130	0829	52286	28	32	36	59	167	89 CONDAPPR	411	PRI
131	0822	42886	0	25	13	43	252	84 CONDAPPR	417	PRI
132	0805	31786	28	36	14	37	249	56 CONDAPPR	420	PRI
133	0864	101786	31	0	105	32	0	262 CONDAPPR	430	PRI
134	0776	112785	0	70	0	20	322	87 CONDAPPR	499	PRI
135	0801	22886	26	146	17	35	165	115 CONDAPPR	504	PRI
136	0736	52985	0	0	100	33	303	84 CONDAPPR	520	PRI
137	0725	32585	28	151	187	35	146	90 CONDAPPR	637	PRI
138	0724	31985	0	55	22	45	704	90 CONDAPPR	916	PRI

A PROFILE OF

MONMOUTH COUNTY

NEW JERSEY

WHERE IT IS:
Monmouth County, with a seashore and country atmosphere, is located in the center of the state on the Atlantic Ocean. Local residents prefer to say "near it" but not "in it." The "it," of course, refers to the metropolitan areas of New York and Philadelphia. From Sandy Hook, a penninsula jutting out into the Atlantic, the skyline of New York is visible on a clear day. To the west, it borders on suburban Trenton.

ITS PROFILE:
Although largely agricultural and recreational in nature, in recent years Monmouth County has attracted industry which has found a hospitable climate as well as versatile, dependable and productive workers. The last decade has seen tremendous growth in its labor force, population and housing supply. A constant through this period of change has been the resort and horse breeding industries. The latter's stables beautifully dot the countryside. An important military installation, Ft. Monmouth, is also located in the County and exceptional residential areas abound here.

TRANSPORTATION:
The development of a comprehensive network of transportation facilities to serve the large industrial and consumer markets of the state is continuing in Monmouth. The Garden State Parkway traverses the coastal area of the county. The New Jersey Turnpike skirts the western edge of Monmouth. The Route 18 freeway bisects the middle of the County and I-195 provides an east-west road serving southern portions of the county. There are 2,680 miles of highways and roads in the county with state highways accounting for 190 miles and county roads covering 396 miles. Municipal roads account for 2,065 miles and the Garden State Parkway stretches for 29 miles. NJ Transit provides passenger service as well as freight service to many industrially zoned areas. Ten common carriers of general commodities provide trucking service in the county, while ten bus companies provide an extensive network of intracountry and commuter (interstate service) routes. Airport facilities within the County include one commercial and three private airports with scheduled service available to New York (Kennedy Airport), Washington and Scranton. Newark International Airport can be reached from the heart of the county in less than one hour.

EDUCATIONAL FACILITIES:
Educational needs of the county are being met by 179 elementary and secondary schools and nine vocational high schools. Parochial and private schools are also available. Monmouth College is located in West Long Branch and Brookdale Community College is housed in Lincroft.

HOUSING:
Monmouth County, a rapidly growing area, has watched its housing supply increase since 1980. The increase has hovered at 9,617 net dwellings. The areas of fastest growth in terms of new units are Manalapan, Freehold Township, Howell, Ocean Township and Middletown.

POPULATION:
With a 9.8% gain between the 1970 and 1980 Census, the county's population is expected to reach 588,200 by the year 2000.

HEALTH CARE:
Monmouth County contains five hospitals with a total bedspace of 1,300. The hospital facilities in the county are: Bayshore Community Hospital, Freehold Area Hospital, Jersey Shore Medical Center, Monmouth Medical Center and Riverview Hospital.

RECREATION:

Monmouth County is literally a "Vacationland Mecca." Monmouth residents boast that the county has a wide variety of recreational opportunities which allow them to enjoy all the advantages of living in this area. For the sunbather, there are 33 miles of beach on the Atlantic Ocean and Raritan Bay. In addition, there are numerous golf courses and boat basins, salt and fresh water fishing, horse racing at Monmouth Park and Freehold Raceway, and a variety of commercial and public entertainment facilities found only in a resort area.

INDUSTRIAL PARK:

Planning for future industrial growth in many areas of the county has taken the form of the "industrial park." Monmouth County has 12 of these parks which group diversified industries in an exclusively industrial zone with essential utilities and transportation facilities.

LAND:

According to the Monmouth County Planning Board, nearly 18,000 acres are designated as industrial sites. This is a significant change from the 4,400 acres of land designated as industrial in 1950. Farming still plays an important role in the economic life of the county. In 1969, for example, the County's 783 farms, approximately 99 acres each, produced products valued at $19,310,000. In 1978, the county's 732 farms with the same average, produced products valued at $29,549,000.

LABOR FORCE:

According to the Monmouth County Planning Board, the labor force of 230,408 in 1980 is projected to reach 305,500 in 1990. Roughly 60,000 commuters from Monmouth's labor force are cited as potential for industry locating in the county. The county's stability is indicated by the 94% figure of dwelling units in the area which are owner occupied. As is generally the case with a commuter oriented population, wage rates are generally lower in Monmouth than in other counties of the New York Metropolitan area.

MANUFACTURING:

Manufacturing employment has risen steadily over the years. In 1974, manufacturing employment totalled 23,400 persons. In 1982, the number employed in manufacturing reached 24,449. As of 1984, the two largest employers in Monmouth Company were the service and electronics industries, which gave jobs to 58% of the manufacturers' labor market. Other large employment groups include non-electrical machinery, chemicals, rubber and plastic products, instruments, paper and printing.

WATER SUPPLY:

Monmouth County has an excellent supply of water with storage facilities at Swimming River Reservoir, Shark River and the Manasquan River for current and future use. Studies are being conducted for possible future sources of supply.

PER CAPITA INCOME:

As the industrial side of the county has developed, the per capita income figure has also shown an increase from $4,490 in 1972 to $8,539 in 1979.

RETAIL SALE:

The influx of new residents to the county and the growth of industry have raised the retail sales figures from $1.136 million in 1972 to $1.655 million in 1977.

MONMOUTH COUNTY

CONTACTS

ECONOMIC DEVELOPMENT

Monmouth County Dept.
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NEW JERSEY DATA

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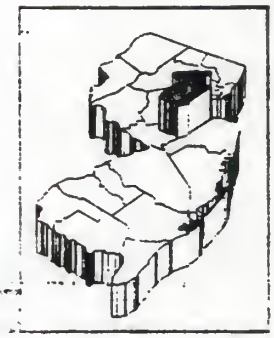
A PROFILE OF

MIDDLESEX COUNTY



NEW JERSEY

WHERE IT IS:

Middlesex County, located squarely in the center of New Jersey, stretches from the Rahway River south to Mercer and Monmouth counties and from Raritan Bay on the Atlantic Ocean west to Somerset County. The county is 319 square miles in size, has 25 municipalities and includes extensive industrial, office, and residential areas.

ITS PROFILE:

Exceptionally fast growth in the post-World War II era has established Middlesex County as the state's leader in industrial growth, gaining it the nickname, "Sunbelt of New Jersey." It is one of the most favored industrial locations on the eastern seaboard. Existing and proposed office buildings will give it more rental office space than almost any other New Jersey county. Although there are extensive residential, industrial and office areas, 11% of the county is park and forest. Half of the county's total area is undeveloped and approximately 25,000 acres of land are in agricultural use.

TRANSPORTATION:

Rapid and easy access to markets has played the key role in Middlesex County's growth. Major highways—the New Jersey Turnpike, Interstate Route 287, U.S. Route 1, the Garden State Parkway and others—directly link the county to the markets of the New York and Philadelphia areas. Nearly 250 common carrier truck/van lines are available and afford excellent freight handling service. There also is access to an extensive freight and commuter rail network that includes service on the Northeast Corridor rail route, on which Amtrak runs intercity service. Deep water shipping facilities at the mouth of the Raritan River and the Arthur Kill have channel depths of 30 feet at mean low tide.

EDUCATIONAL FACILITIES:

The decline in the school-age population in the last decade is now showing signs of a most welcome surge. Serving 94,000 primary and secondary school students are 201 public schools, five vocational-technical schools and 64 parochial and private schools. Middlesex County College, a two-year education center for academic and technical training, is the largest community college in the state. Graduate level studies are available at Rutgers, the State University of New Jersey. Located in Middlesex County are five main Rutgers campuses: Rutgers College, Cook College, Douglass College, Livingston College, and Busch Campus with the New Jersey College of Medicine and Dentistry. Adjacent to Cook College is the New Jersey Agricultural Experiment Station, a nationally recognized research center. The Forrestal Campus of Princeton University also is located in Middlesex County, with Princeton University's main campus nearby.

HOUSING & POPULATION:

Middlesex County has been one of the fastest growing counties in the State, having an estimated population increase between 1960 and 1982 of 168,169 persons. Preliminary population projections for 1990 are estimated at 666,254 while the population is projected to increase to 724,610 by the year 2000.

As population grows, so must housing as evidenced by the 18.5% increase in housing units since 1970 including new homes and apartments. As of 1982, the county estimates that it now has 211,917 occupied housing units. This is an average of 664 units per square mile. The county led the tri-State region in new housing units in 1979, and, in 1983 alone permits

were issued for over 6,000 new units. Firms relocating to Middlesex County bring jobs and people and offer the progressive developer various opportunities.

HEALTH CARE:

Middlesex County has six major hospitals with a total bedspace of 1,871. They include: John F. Kennedy Center, Middlesex General Hospital, Old Bridge Regional Hospital, Perth Amboy General Hospital, South Amboy Memorial Hospital and St. Peter's Medical Center. There are four special hospitals that serve the county and provide bedspace for 408 patients.

RECREATION:

Middlesex County currently operates eight county parks and a 27-hole golf course, which cover some 2,300 acres. In addition, there is the 1,400 acre Jamesburg Park conservation area and two other parks scheduled for development in the near future. The county parks offer a wide range of excellent facilities and popular events including the Roosevelt Park (Edison) Amphitheatre and its well-known Theatre-in-the-Park series.

Historic sites dot the county, including county-owned Ivy Hall (1741), a distinguished Georgian dwelling, and the Edison Memorial State Park built on the site of Thomas Alva Edison's Menlo Park laboratory.

INDUSTRIAL PARKS:

Although much land is available for individual industrial development, many businesses prefer industrial parks. The county now has more than 70 of these parks, grouping diversified industries in exclusively industrial areas with essential utilities and transportation facilities.

EMPLOYMENT:

Middlesex County has a highly skilled and productive resident labor force. Growth in this labor force has been rapid, with an average annual increase of 7,000 persons per year since 1950. Gains in the labor supply have been matched by a large and diversified increase in the supply of jobs with employment now estimated at 286,000 persons.

The key characteristic of the county's employment is diversity, with nearly every two digit standard industrial classification (SIC) represented. Manufacturing accounted for 30% of employment in 1982, and was especially strong in chemicals (20,300 jobs), primary metals (6,700 jobs), and fabricated metals (5,200 jobs). The predominant area for growth, however, is the non-manufacturing sector. Current employment in this sector includes wholesale and retail trade (67,000 workers), government (43,900 workers), and services (43,600 workers).

RETAIL SALES:

In the ten years from 1967 to 1977, retail sales increased 122% from $838,906,000 to $1,861,663,000 (Census of Retail Trade). Retail sales are projected by Sales & Marketing Management Magazine to have reached $2,534,594,000 by 1980 and to top $4 billion by 1984.

DISPOSABLE INCOME:

Buying power in the county saw a sharp increase of nearly $2 billion during the six year period from 1973 to 1979 when it rose from $2,796,291,000 to $4,791,075,000, according to Sales and Marketing Management Magazine. By 1984, this growth in wealth is projected to make Middlesex County the seventh most affluent metropolitan market in the United States in terms of buying power per household.

FARMLAND:

Despite increasing commercial development throughout central New Jersey, farms still cover 16% of Middlesex County. The market value of products sold by the county's farms had increased, according to 1982 figures, from $18.2 million to $26.7 million. This occurred despite a reduction in the number of farms from 268 to 251 and a reduction of farm acreage from 33,458 acres to 32,438 acres between 1978 and 1982.

MIDDLESEX COUNTY

CONTACTS

ECONOMIC DEVELOPMENT

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COUNTY CLERK

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A PROFILE OF
OCEAN COUNTY

NEW JERSEY

WHERE IT IS:

Ocean County, the second largest county in New Jersey, is located in the east-central part of the State along the Atlantic Ocean. The county has 45 miles of oceanfront and more than 150 miles of shoreline along bays and estuaries. Toms River, the County seat, is centrally located in the county. It is 70 miles from Times Square in New York City, 60 miles from downtown Philadelphia and 40 miles from Trenton. This makes Ocean County easily accessible to major metropolitan areas via the Garden State Parkway and major state roadways.

ITS PROFILE:

Known predominantly for its resort-tourism character, Ocean County is changing its ways. Industrial parks are providing a facelift for the county, but fishing still remains an important factor in the county's economy.

TRANSPORTATION:

The main routes to Ocean County are the major highways to the various shore resorts. Route 70 crosses the county at its widest point and is a direct route to Philadelphia. The Garden State Parkway and U.S. Highway 9 traverse north and south. These routes connect all shore points with New York City and Atlantic City. There are 127 miles of state highways in the county, 630 miles of county roads and 1,320 miles of municipal roads. The Robert J. Miller Airpark in Berkely Township and Lakewood Airport in Lakewood are ready to handle air passengers and freight. The Toms River and Lakewood bus depots are central points for such service. Freight and passenger rail service is available on the N.Y.-Long Branch Line from Bay Head.

EDUCATIONAL FACILITIES:

From the elementary grades to specialized academic and vocational high school programs and higher educational endeavors, the various school systems are keeping pace with the changing times and the growing needs of the county's student population. In addition to 79 public elementary and secondary schools, there are numerous private nurseries, parochial and private schools. There are also two colleges in the county. Ocean County College in Dover Township is a two-year college that offers degrees and transfer programs for those students who wish to continue their education at a higher level. Georgian Court College in Lakewood is a four-year private college offering a variety of majors. Four county vocational-technical schools offer both vocational training and comprehensive high school programs.

HEALTH CARE:

Ocean County enjoys the services of four major hospitals. A total bedspace of 1,060 is provided by Community Memorial Hospital, Paul Kimball Hospital, Point Pleasant Hospital and Southern Ocean County Hospital.

PARKS & RECREATION:

Aside from the "sun and fun" of Ocean County beaches, there are a variety of lakes and forests that are situated within its borders. In addition to parks, state land is devoted to marinas and fish and game preserves. The county park system consists of 11 parks ranging in size from 1 acre to 944 acres. The county parks system features the 323 acre Ocean County Park on the former John D. Rockefeller estate in Lakewood. Cattus Island Park in Dover Township is a 497-acre nature center. The park features the Cooper Environmental Center and a wilderness area with hiking trails designed to provide a look at a variety of ecosystems. The Robert J. Miller Airpark is a multi-purpose, 944-acre park consisting of an airport, picnic and

playground areas. Supplementing the state and county facilities are the 7,500 acre Brigantine National Wildlife Refuge and the Pinelands, which draw an ever increasing number of outdoors enthusiasts for hunting, fishing, camping and canoeing.

POPULATION:

For the past three decades, Ocean has been the fastest growing county in New Jersey. From 1950 to 1960 the population increased 91.2%, and from 1960 to 1970, it increased 92.5%. The 1980 Census population for Ocean was 346,038, an increase of 66% since 1970. Although the percentage of growth has slowed some, Ocean's growth is very impressive when compared to the 2.7% growth rate for the state in the same period. County and state projections show continued growth through the year 2000 when the estimated population will be close to 560,000.

HOUSING:

Ocean County has an extensive number and variety of housing units. The supply of housing increased 56.5% from 110,311 units in 1970 to 172,689 units in 1980. There is an abundance of both new and resale single family homes, garden apartments and townhouse units serving the entire range of household incomes. Ocean also is one of the few counties in the state where mobile homes are permited.

RETIREMENT COMMUNITIES:

Retirement communities have become an important part of Ocean County. Presently, there are 33 communities ranging in size from less than 50 to more than 5,000 homes. There are approximately 24,000 retirement homes constructed, and an additional 10,000 units have already been approved for construction.

ECONOMIC DEVELOPMENT:

The traditional resort-tourism character of the county is slowly changing. The economy is becoming more diversified and is expanding in retail services and manufacturing industries. The construction industry, which employs a large percentage of the work force, has been decreasing in recent years, reflecting the national economic situation. Manufacturing industries only employ a small percentage of the total labor force but it has been increasing at a steady pace.

There are several large-scale mining operations which produce minerals such as silicas, sand and gravel.

With an annual harvest of fish and shell fish, coastal and deep-sea fishing operations have obviously continued as a strong element in the economy of Ocean County.

QUALITY OF LIVING:

Although Ocean County's population has dramatically increased in the past two decades, the county is still largely a rural area. It is also a county containing extensive land and water areas that are environmentally sensitive. The areas include coastal beach dunes, coastal wetlands and the Pinelands. The wetland areas, the natural habitat for waterfowl and other wildlife, serve as a primary manufacturer, storehouse and distributor of nutrients to the marine food chain as well as a buffer against flood, wind and wave damage to inland areas. The Pinelands is a unique ecosystem, characterized by an unusual blend of soil conditions, forested areas and ground vegetation as well as one of the largest natural reservoirs of potable groundwater in the state. Ocean's air quality has consistently been excellent, a fact which differentiates the county from the surrounding metropolitan areas and greatly enhances the overall living environment.

OCEAN COUNTY

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80 East Water Street
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CUMBERLAND COUNTY

NEW JERSEY

WHERE IT IS:

Cumberland County, situated in the southwestern corner of the state, is equidistant from New York and the Baltimore-Washington area (110 milles). It is 35 miles from Philadelphia and Atlantic City. Its 500 square miles border Salem, Atlantic and Cape May counties and a small portion of Gloucester.

Cumberland is sharing in the industrial growth of the Delaware Valley counties. The county's proportion of manufacturing jobs compared to non-manufacturing jobs is 59%, one of the highest in New Jersey.

Cumberland is fortunate to have a highly skilled local labor supply in such industries as apparel, glass manufacturing and food processing.

ITS PROFILE:

Cumberland is a county with a diverse economic base and diverse interests. It is the home of New Jersey's oyster fleet, based in the appropriately named port of Bivalve. It is the site of New Jersey's primary glass manufacturing and food processing industries as well as a major center of clothing production. It is a leading agricultural county, and it has great potential for industrial development. Its abundance of pure water is a natural endowment for the food processing and beverage industries and will be for many years to come.

TRANSPORTATION:

Eighty-four miles of state highways, including Routes 47, 49, and 77 and the Route 55 four-lane freeway bisect the county. The county roads, 551 miles of them, provide much of the highway transportation in Cumberland. There are 566 miles of municipal roads and streets. Rail service is handled by Conrail, providing freight transportation to most of the county's municipalities. Five commercially licensed airfields are located in the county, including Millville Municipal Airport, second largest in the state. The airport has four runways in excess of 5,000 feet long and is capable of handling large jets.

EDUCATIONAL FACILITIES:

Public schools have kept pace with the county's growing educational needs. The county now supports 56 elementary and eight secondary schools, including new regional high schools. In addition, there is a parochial school system which supports a Catholic high school in Vineland as well as five elementary schools. The Cumberland County College, a two-year community college located in Vineland, offers associate degrees in areas of liberal and industrial arts as well as various adult educational opportunities. A vocational-technical school is located in Deerfield Township.

HOUSING:

Vineland City's housing unit increase of 22.5% from 1970 to 1980 paced a county increase of 19.7% during the same period.

HEALTH CARE:

The county is served by three area hospitals. These include Bridgeton Hospital, Millville Hospital and Newcomb Hospital. All serve the needs of Cumberland County residents.

RECREATION:

The county is dotted with recreational lakes and is within a short distance (40 miles) of the finest seashore bathing beaches in the East. Atlantic City's casino and entertainment development has added to nearby attractions. Parvin State Park borders the county on the north and Belleplain State Forest is on the east. Millville boasts of the two-mile long Union Lake and the Wheaton Village with its glass museum. Brigdgeton is the site of a 1,200

acre city park that features the state's only municipal zoo and the state's largest historic district.

LABOR MARKET:

Cumberland has one of the most self-contained labor markets in the state. Only 16.5% or 9,735 of the workers employed in the county live outside of the county. On the other hand, 7,198 workers in the labor force commute from Cumberland to work elsewhere. Compared to other counties in the state, this is a relatively small commuting work force.

The county's commercial and industrial job opportunities are centered in the three largest cities in the north and central parts of Cumberland. In fact, nearly nine out of ten industrial jobs are found there. The remainder of the county is largely farm acreage.

FARM PRODUCTION:

The market value of agricultural products grown in Cumberland County surpassed the $50 million mark in 1982. This number was more than 10% of the entire total produced and sold in New Jersey. The fertile land and active rural workforce here has led to the establishment of major food processing, freezing, storage and distribution plants bearing the names of Progresso, Green Giant, Seabrook, and Pappas, as well as many others. The county is home of the largest farmer's co-operative produce auction east of the Mississippi.

Twenty-three percent of Cumberland's 500 square miles of land is utilized by 609 farms with an average size of 123 acres to produce goods sold for more than $50 million in 1982. Other categories of land use are: 13% (40,053 acres) developed; 13% (41,621 acres) public and 51% (165,145 acres) undeveloped.

AMPLE WATER:

The Cohansey and Maurice Rivers provide a large supply of surface water. In addition, large stores of underground water are concentrated in the coastal plain strata in one of the East's largest acquifers.

POPULATION:

Cumberland County had a 1980 population of 132,866 which is a 9 percent increase since the 1970 Census. About 52% of the increase over the decade came in Vineland, which at 53,753, is the county's largest city. Millville grew to 24,815, while Bridgeton decreased slightly to 18,795. Population projections indicate that Cumberland will probably have 150,000 people by 1990, and 162,000 by the year 2000.

CUMBERLAND COUNTY

CONTACTS

ECONOMIC DEVELOPMENT
Department of Planning & Development
800 E. Commerce Street
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(609) 451-8000 Ext. 401

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SALEM COUNTY

NEW JERSEY

WHERE IT IS:

Salem County is located in southwestern New Jersey, along the last big bend in the Delaware River and across from Wilmington, Delaware.

ITS PROFILE:

Salem County is on New Jersey's main transportation corridor and has a direct link to the State of Delaware. Industry is primarily located along the Delaware River and in the Salem City area. Salem County is, however, one of the state's leading agricultural counties with predominantly rural towns in its eastern and central sections. The county has both the advantages of open countryside and accessibility to major regional centers.

TRANSPORTATION:

By road, the major routes connecting Salem County with New York and points North are the New Jersey Turnpike and Interstate 295. The Delaware Memorial Bridge links Salem County with Delaware and Interstate 95 which leads south to Baltimore and Washington, D.C. Also serving the county are U.S. Route 130, leading north to Camden; U.S. Route 40, connecting Atlantic City with the county; and, Routes 45, 49, and 77. Railroad freight service is provided by Conrail to the western and central portions of the county. The County contains a public airfield in Oldmans Township adjacent to I-295 and several private airfields.

EDUCATION:

Vocational education began with the founding of a technical institute in 1958. This program evolved into the Salem Community College in 1972 and 14 degree programs and 11 certificate programs are offered more than 600 full-time and 750 part-time students. The college also sponsors a wide variety of community service programs. The County also operates a vocational high school, the Henry Young Vocational Center. These facilities currently involve over 900 day students and 2,000 evening students in diverse career programs.

HOUSING:

Housing units increased almost 25% between 1970 and 1980. The 1980 Census of Housing indicated that there are now 24,165 year-round housing units in the county. The largest growth occured in Pittsgrove (65%) and Carneys Point (45%) townships.

HEALTH CARE:

The major health facility in the county is Salem County Memorial Hospital, located in Salem City. Elmer Community Hospital also provides health care for the county.

RECREATION:

Woodlands, small lakes, meandering rivers and vast marshlands provide extensive recreational opportunities in Salem County. In particular, the Delaware River and Bay are an important recreational resource for fishing and boating activities. Other important recreational activities include swimming, picnicking and hunting. In addition to Parvin State Park and Fort Mott State Park, there are five golf courses, five boat basins, and several boat launching sites in the county. The county also contains several swim clubs, campgrounds and bridle trails.

MANUFACTURING:

Of the county's covered employment of 20,409 individuals, 9,139 were employed in manufacturing industries; 3,861 in construction; and 3,242 in trade. The remaining employees were distributed among services, utilities, transportation, finance, and agriculture in that order. The major industry in the county is the chemical industry, which employs

more than 5,000 persons followed by construction which employs approximately 4,000 employees. Utilities employ about 1,500 persons, floor covering manufacturers employ 650, and glass manufacturers employ 600.

AGRICULTURE:

More than $41 million worth of products are grown and raised annually on the 650 farms in Salem County. The farms average about 150 acres in size and occupy nearly half the land in the county. Less than 12% of the land in the county is developed for industrial, commercial, or residential uses. The remainder is woodlands, wetlands and vacant land.

GROUNDWATER:

Usable ground water is found in substantial quantities near the surface in Salem County, which is typical of the coastal Plain area. In addition, surface water resources are available from several creeks and small lakes.

PLANNING AND ECONOMIC DEVELOPMENT:

All 15 municipalities have zoning ordinances and recently have adopted comprehensive development plans. The County Planning Board was established in 1961 and the initial Comprehensive Development Plan is periodically refined and updated. In terms of an economic development program, Salem County has an Industrial Pollution Control Financing Authority, a County Improvement Authority, and a County Utilities Authority to assist existing and prospective industries and to implement environmental protection programs. The county planning staff coordinates the county's economic development program.

POPULATION:

The 1980 Census indicated that the county had 64,676 persons, a 7.2% gain from 1970. According to the Census, Pennsville Township is the most populated community (13,848) in the County and Pittsgrove Township has the most rapid growth rate (50.6%). The county's population in the year 2,000 is expected to be over 80,000 as a result of its steady, moderate growth rate.

COMMUTING:

Commuting patterns of Salem County residents indicate that of 23,454 workers, 16,311 worked in the County and 7,143 commuted. 1,837 worked in Delaware, 2,121 in Cumberland County and 1,643 in Gloucester County. Of the 7,871 persons commuting into Salem County, 1,342 live in Delaware; 1,495 in Cumberland County; and, 2,486 in Gloucester County.

PER CAPITA INCOME:

The 1979 per capita income figure of $6,768 marked a 152.3% increase over the 1969 figure of $2,680.

Income breakdown for the county's 17,528 families for 1980 was: 8.2% under $5,000; 12.1% between $5,000 and $10,000 and $20,000; 30.6% between $20,000 and $30,000; 18.4% between $30,000 and $50,000; and 2.8% over $50,000.

SALEM COUNTY

CONTACTS

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Department of Community Development
Salem County Planning Board
102 Market Street
Salem, New Jersey 08079
(609) 935-7510

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ATLANTIC COUNTY

NEW JERSEY

WHERE IT IS:

Miles and miles of beach fronting the Atlantic Ocean in the southeastern part of the state is a description of Atlantic County's location. The heart of the County is not in its geographical center, however, but in Atlantic City, which is 60 miles from Philadelphia, by expressway, and about 2-1/2 hours from New York City via the Garden State Parkway.

ITS PROFILE:

Atlantic County is an area which caters to the vacationer, and a substantial portion of its income is generated by the tourism industry. Its population is growing currently at the average rate of about 2,700 people a year. The advent of casino gaming in 1976 has been a prime factor in improving the countywide employment picture.

TRANSPORTATION:

Transportation to this resort center is provided by a full-range of travel modes. Public transportation includes a large number of express bus lines. Several main highways, among which are the Garden State Parkway and the Atlantic City Expressway, connect Atlantic City with all adjacent areas, including Philadelphia and New York City. Air transportation is available via the Atlantic City Airport at Pomona, which welcomes commercial aircraft of all sizes. The City of Atlantic City operates a terminal building for the accommodation of scheduled and charter service. The Cape May-Lewes Ferry is also a popular means of access to the County. A 1985 plan to restore passenger rail service between Philadelphia and Atlantic City will be completed within the next several years. Atlantic County also has excellent trucking services to the metropolitan business areas of New York and Philadelphia.

EDUCATIONAL FACILITIES:

Atlantic County has 80 public elementary schools, 3 secondary schools and 3 regional high schools. The County also has a vocational technical school, 20 parochial elementary schools and 5 secondary schools. Enrollment in the high school system is 31,663 students. Higher education resources in Atlantic County are abundant. Stockton State College, an undergraduate school of Arts and Sciences and Professional Study, was founded in 1969 as the ninth state college. More than 5,000 students currently take advantage of the educational opportunities on its 1,600 acre wooded campus. Atlantic Community College, founded in 1964, offers Associate Degrees to its students. There is a satellite campus of ACC in Atlantic City which serves the tourism industry through its Casino Career Institute. The Academy of Culinary Arts is also a division of ACC. Students here are prepared for a professional career in the food service and hospitality industry. A local branch of Taylor Business Institute is located on the White Horse Pike, 12 miles west of Atlantic City. Drexel University offers graduate programs at the Federal Aviation Administration Technical Center in Pomona and Monmouth College offers a Master of Business Administration program at the Jewish Community Center in Margate.

HOUSING:

Building permits approved in Atlantic County in 1984 amounted to 2,197, a slight decrease from the amount issued in 1983 but far above the amount issued in 1982. The grestest housing growth occurred in the cities of Atlantic City and Brigantine and the Townships of Egg Harbor, Galloway and Hamilton. Future housing expansion is expected to take place within these three

townships with a trend reflecting the construction of more townhouses and condominiums.

COMMERCE:

Presently the economic base of the area consists of agricultural crop production (located in the western part of the county), rubber and plastic products, stone, clay and glass products, local and other transportation services, electric and gas services, retail trade, hotel and lodging places, amusement and recreational services and government related services (through the Federal Aviation Administration's Technical Center).

EMPLOYMENT:

In 1983, Atlantic County's labor force totaled 123,600 workers. Of that number, 7,100 are employed in manufacturing. The retail and wholesale trades employ 19,500 in activities largely associated with the resort and convention trade. The largest employment category is the service industries with 47,300 people employed primarily in casino-hotels and other lodging places.

POPULATION:

The 1984 Department of Labor estimate showed the Atlantic County population to be 201,300, an increase of 3.7% since 1980. By 1990, the County is expected to have a population of 224,800, and by the year 2000, the population is expected to be 260,100.

HEALTH CARE:

Four major hospitals serve Atlantic County. Atlantic City Medical Center has two divisions: the Atlantic City Division and the Mainland Division. Shore Memorial Hospital located in Somers Point, and Kessler Memorial Hospital, located in Hammonton, are the major medical facilities in the area. The Betty Bachrach Hospital and the Children's Seashore House for Pediatric Chronic Illness also serve the County as special hospitals.

RECREATION:

"Tourist Rendezvous" is the term most commonly associated with Atlantic County. Since the 1854 inauguration of railroad service to the seashore, this region has enjoyed popularity for the vacationer, both casual and seasonal. More than 26 million tourists and vacationers visited Atlanlic City in 1983 and many were attracted to the famed seashore resorts of the County. Brigantine, Ventnor, Margate and Longport have miles of boardwalk as well as 10 miles of attractive beaches. This resort area has over 15,000 guest rooms. One of the largest convention halls in the world (completely air conditioned) is located in Atlantic City. The Hall is large enough for a regulation football field and grandstands for thousands of spectators. A regular attraction each September is the Miss America Pageant held in Convention Hall. There are nine golf courses located within Atlantic County's borders. "Sun and Surf" characterizes Atlantic County's outdoor recreation. Sunny weather means you can enjoy the beach, a day at the races at Atlantic City Race Course, the Boardwalk, fishing, swimming or a cruise along the coast. Or, enjoy the year-round action of Atlantic City's casino-hotels in any kind of weather.

INDUSTRIAL PARKS:

The increasing development of the County by various industries has lead to construction of nine industrial parks, grouping diversified industries in an exclusively industrialized zone with essential utilities and transportation facilities provided.

RESEARCH AND DEVELOPMENT:

The Federal Aviation Administration Technical Center at Pomona has been awarded $2 billion of a total $10 billion federal program for the period 1983-1993. The program, known as the National Airspace System Plan, was initiated to modernize and update the nation's air traffic control system. The Technical Center will be responsible for much of the development and virtually all of the test and evaluation work of the new systems, components and software which will be used by airports throughout the country. The program is expected to stimulate an influx of high technology professional contractors into Atlantic County including IBM, Sperry and Martin-Marrietta.

ATLANTIC COUNTY

CONTACTS

ECONOMIC DEVELOPMENT

Division of Economic Development
1125 Atlantic Avenue, Suite 611
Atlantic City, New Jersey 08401
(609) 345-6700 Ext. 2445

COUNTY CLERK

County Clerk
1333 Atlantic Avenue
Atlantic City, New Jersey 08401
(609) 625-4011

NEW JERSEY DATA

For additional information on the State of New Jersey contact:
N.J. Division of Economic Development
CN 823
Trenton, New Jersey 08625
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Division of Economic Development

NJ You Perfect Together

CN 823 Trenton, NJ 08625 (609) 292-7757

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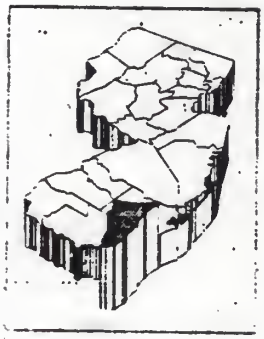
A PROFILE OF

CAPE MAY COUNTY

NEW JERSEY



WHERE IT IS:

Located in the Middle Atlantic region and forming the southernmost tip of New Jersey is Cape May County. The County is surrounded on three sides by the Atlantic Ocean and Delaware Bay. Cape May County is connected by highways, ferry service and three airports to Philadelphia, New York, Delaware, Maryland and Washington, D.C.

ITS PROFILE:

Accounting for about 90% of the County's industry is tourism. Cape May's commercial fishing is ranked first in New Jersey, suppling 63% of the commercial catch to New York, Philadelphia and Baltimore. A growing population and strong countywide planning make it ideal for light industry, food packing, research and the service industries. Of the 454 square miles, 265 square miles of Cape May County are in land use; 48% of that includes farm or forest; 13% industry; and, 39% residential. The balance consists of waterways, meadowlands, tide marshes and beaches.

TRANSPORTATION

The Garden State Parkway runs to the very tip of Cape May County and provides access to the New Jersey Turnpike which in turn provides direct routes to New York, Pennsylvania and Delaware. In addition, U.S. Route 9 and State Highways 47 and 50 provide north-south routes. Philadelphia is 85 miles from the county and New York is 150 miles from Cape May City. The county is served by three airports; Cape May County, Woodbine Municipal and Ocean City Municipal. Cape May County Airport is the largest airport, offering commuter service, commercial flights and air freight service to the public, and it is one of the fastest growing air facilities in the nation. The Cape May-Lewes Ferry offers a pleasant cruise for vacationers, and is a direct route to Baltimore and Washington, D.C. Many travelers use it as an alternative route from Maine to Florida via the Garden State Parkway which is connected to the Delmarva Peninsula by the ferry.

EDUCATIONAL FACILITIES:

Cape May County Vo-Tech is part of a statewide program of extensive technical, vocational and occupational training. The demand for technical and vocational skills has increased so rapidly that the Vo-Tech School has expanded its curriculum. There are four public schools, one parochial high school, and public and parochial elementary schools in 17 of the 19 Districts in Cape May County. Atlantic Community College and Glassboro State College offer classes in various areas in the county.

HOUSING:

Despite the decline of new housing nationwide, Cape May County has had an increase in building permits issued and has experienced a 60% increase in the conversion of summer properties to permanent housing in the "Mainland Communities."

HEALTH CARE:

Burdette Tomlin Memorial Hospital has a fully staffed emergency department and provides complete health care services. In addition, the county serves all its municipalities with health and nursing care.

RECREATION:

Cape May County has some of the best beaches in the country. In addition to beach activities, fishing, boating, surfing, camping, birding, jogging and sports, the County is known for its antique shopping. There is also the 6,500 acre Belleplain State Forest situated in the County, and a 120

acre County Park with available sports and recreational facilities.

POPULATION:

The 1980 Census showed the county population to be 82,266—up from 1970. Lower Township had an increase from 10,200 to 17,105; Ocean City rose from 10,600 to 13,949; Middle Township increased from 8,700 to 11,373.

INDUSTRY:

The industrial park has taken root in Cape May County. These parks group diversified industries with essential utilities and transportation facilities in an exclusively industrial zone. One park is part of the County Airport Complex and employs about 600 people.

The Cape May County Airport Industrial Park is the center of most industrial development. The park's close proximity to major roads is advantageous to a company, but it retains the seashore qualities of privacy and recreation. Woodbine Industrial Park is an additional site in the developing stages that offers considerable space, plentiful water supplies, utilities, airport and road access. Potential industrial sites offer opportunities for deep-water frontage, low-density industry, air-based industry, and recreation-oriented business.

COUNTY PLANNING:

Planning at the county level has been official for a number of years and 14 of the 16 communities have planning boards; 15 municipalities have zoning ordinances.

WATER RESERVE:

Ground water is especially plentiful. As part of the coastal plain sediments, Cape May has available millions of gallons of water stored beneath the surface.

CAPE MAY COUNTY

CONTACTS

ECONOMIC DEVELOPMENT

Cape May County Economic Development Commission
Terminal Building—DN 115
Cape May County Airport
Rio Grande, New Jersey 08242
(609) 886-1755

COUNTY CLERK

Court House
Cape May Court House, New Jersey 08210
(609) 465-7111

NEW JERSEY DATA

For additional information on the State of New Jersey contact:

N.J. Division of Economic Development
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PERMIT APPROVALS WITH NEW JERSEY'S COASTAL ZONE MANAGEMENT PLAN

by

Brian D. McMillan

Bachelor of Science Agriculture,
Stephen F. Austin State University, 1981

AN ABSTRACT OF A MASTERS THESIS

submitted in partial fulfillment of the

requirements for the degree

MASTERS OF LANDSCAPE ARCHITECTURE

Department of Landscape Architecture

KANSAS STATE UNIVERSITY
Manhattan, Kansas

1989

ABSTRACT

This study examines the time variations in obtaining CAFRA (Coastal Area Facilities Review Act) permits during the twenty four month period from January 1985 to December 1986. Major land development occurring within the jurisdiction of New Jersey's coastal zone management plan, is required by law to obtain a CAFRA permit from the Department of Environmental Protection (DEP), Division of Coastal Resources (DCR). Time elapsed from when a permit application is received by the DEP-DCR, until when a decision is rendered, varies depending on the specifics of the project in question. Clearly some CAFRA permits require more time than do others. This study is designed to determine the factors responsible for time delays in the review process. Identifying and isolating the causes for time delays throughout the permitting process, allows for evaluation of both, how the state is implementing its program, and how the private sector is responding to the permitting process. This study will examine the time required for completion of each phase of the permit review process. Isolating each phase of the review process will identify those phases responsible for the time delays. Furthermore, to determine the influence of both county location and landuse type, permit applications were segregated and examined, accordingly.